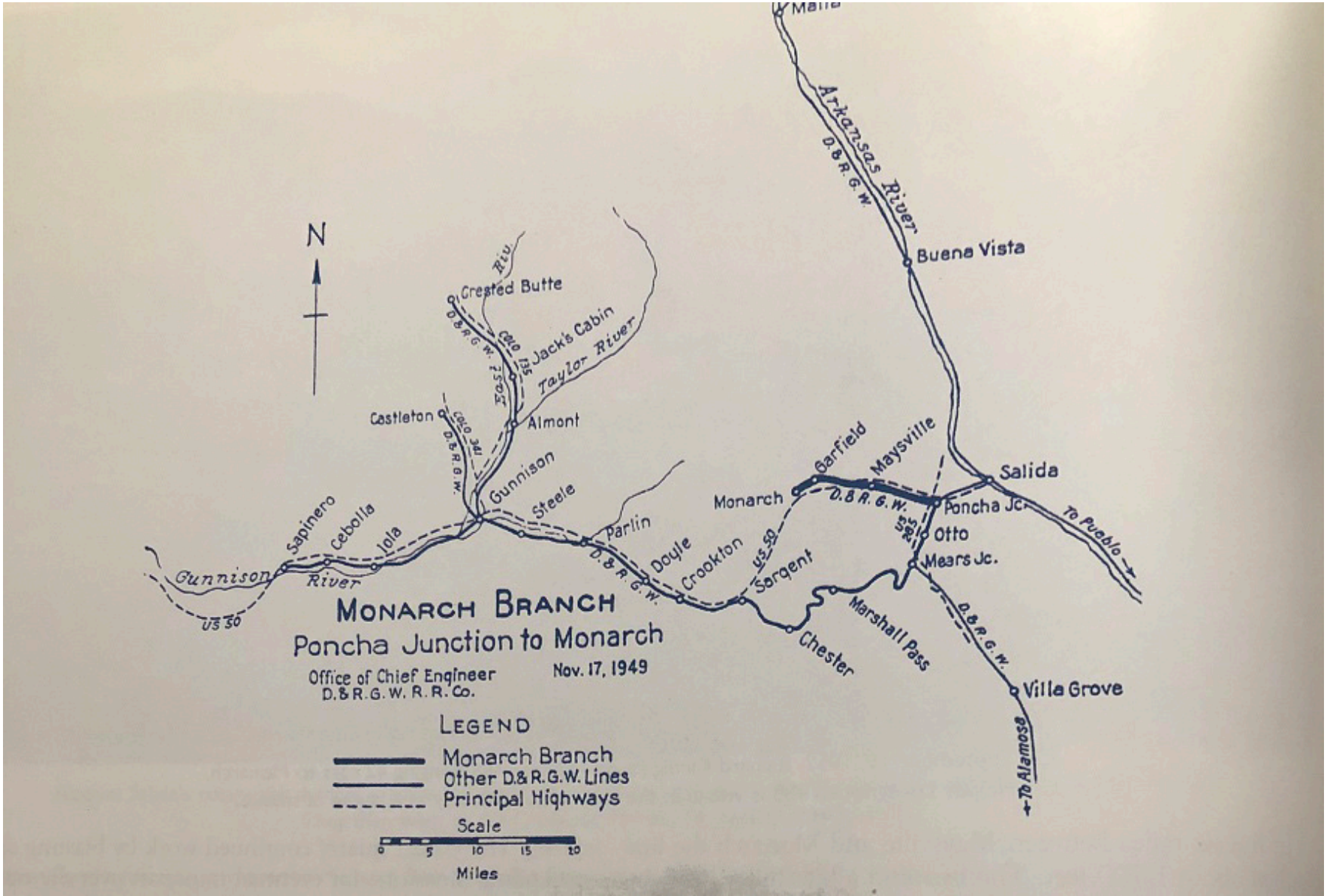
D&RGW 3rd Division
Monarch Branch

An Inspirational Operations Marvel

Gary Myers
Sunrise Division
President, Scenic Line Modelers, Inc.

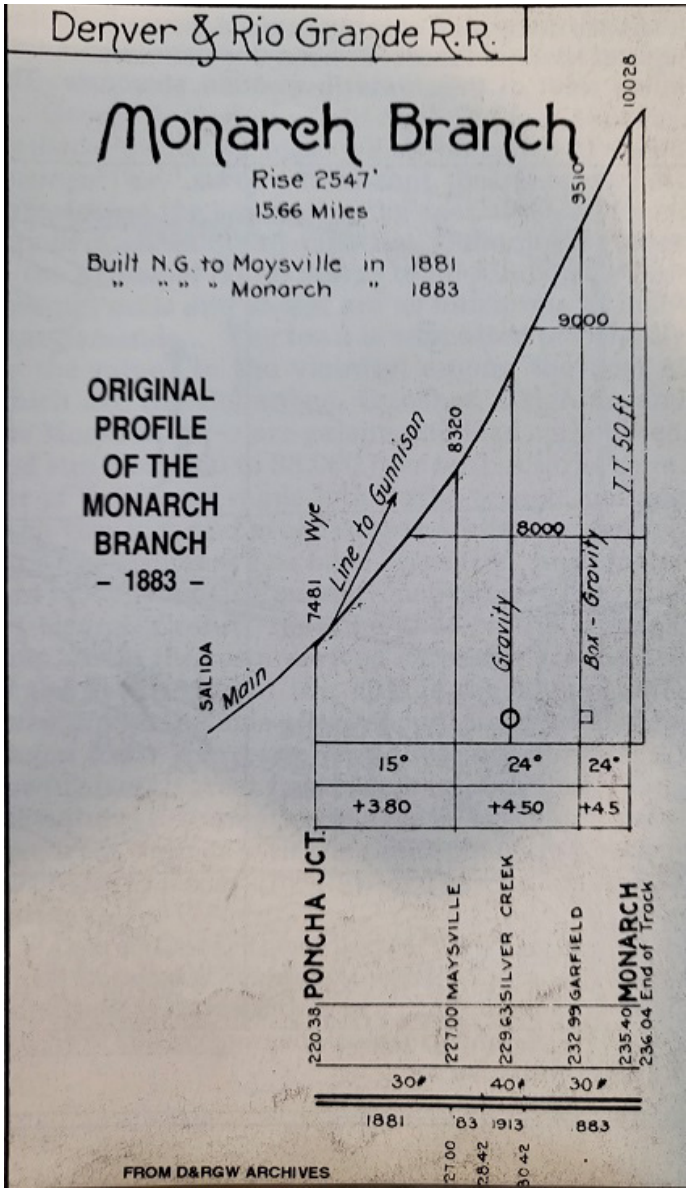
D&RGW Third Division



Monarch Branch Profile

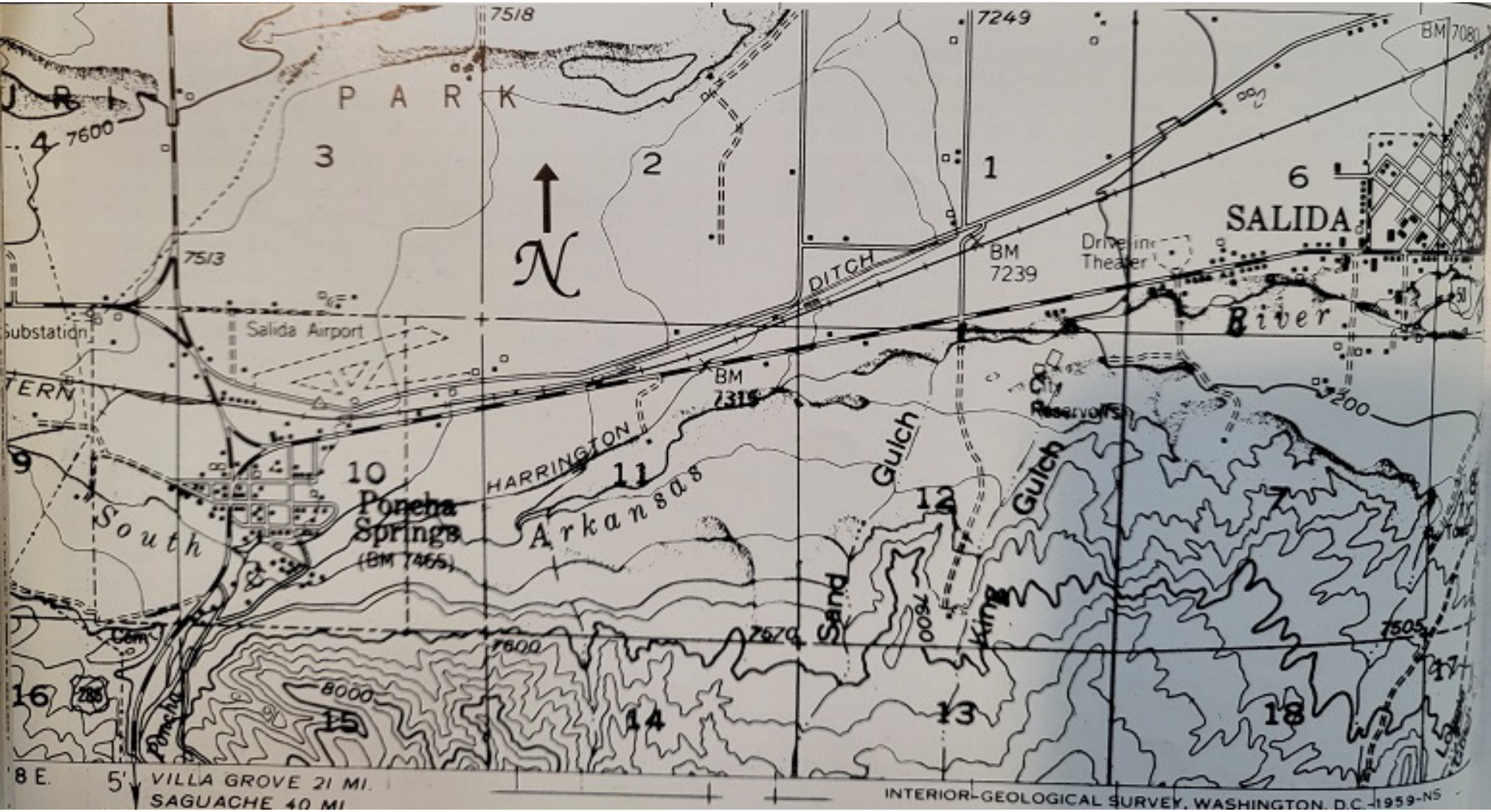
- Gold and Silver discovered at Monarch, CO
- 1881 – First rails laid from Poncha Jct to Maysville
- 1883 – Line completed to Monarch
- Elevation – 7481 ft (PJ) to 10,028 ft (Monarch)
- Maximum Grades – 4.5%
- Maysville – double Muleshoe curve
- Garfield – Double Switchback

WESTWARD	MONARCH BRANCH		EASTWARD
Miles From Denver	Sub-Division 13-A STATIONS Time-Table No. 125 JUNE 1, 1949	Miles From Monarch	Capacity of Siding
220.1	PONCHA JUNCTION	16.2	52
227.0	Maysville	9.3	60
233.4	Garfield	2.9	14
236.3	MONARCH	0.0	126
	(16.2 miles)		
	NOTE: Salida is at MP 215.1 The mileage between Salida and Poncha Junction is 5.0		

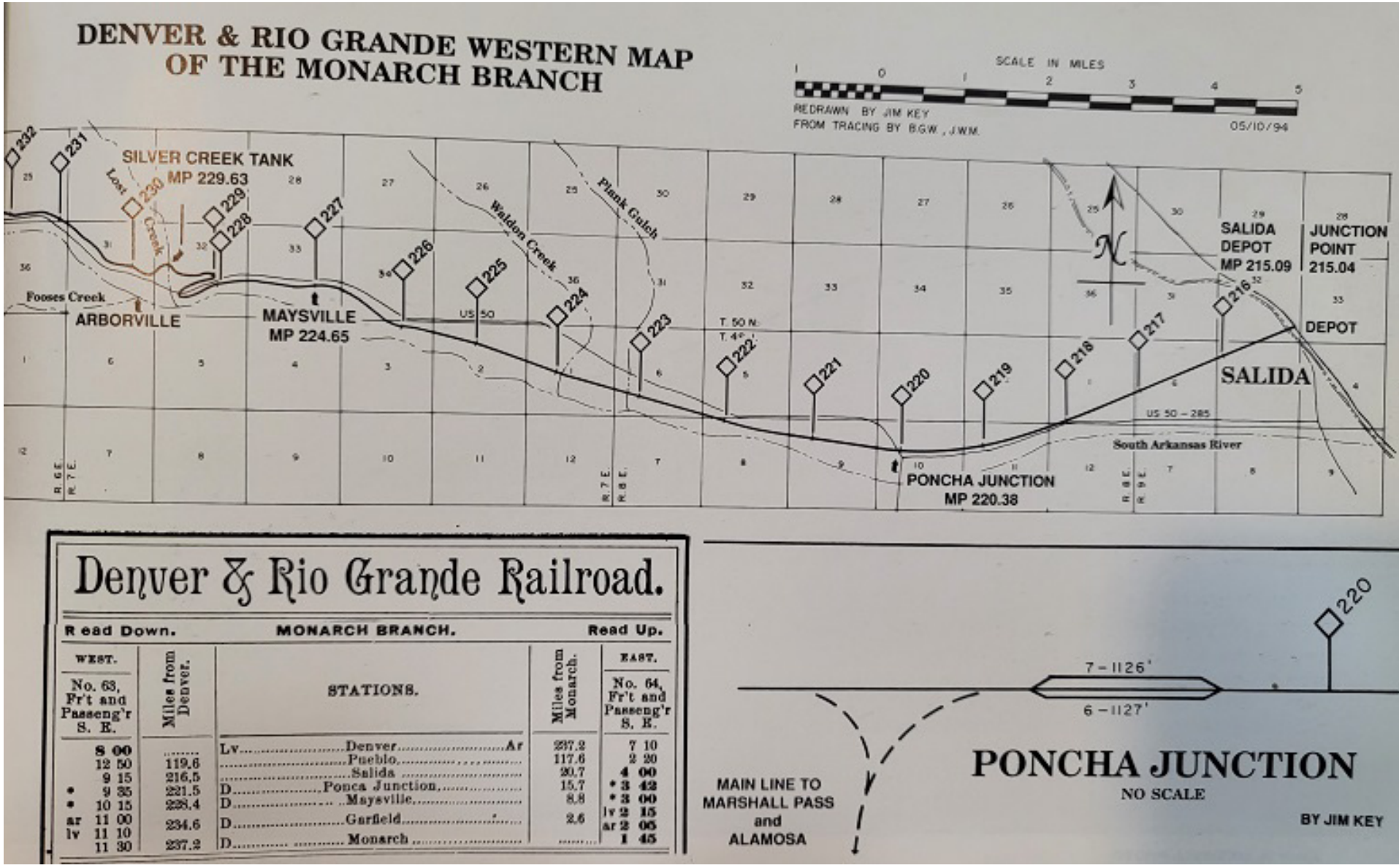


Salida MP 215

Salida to Poncha Springs (Jct)



Salida to Maysville

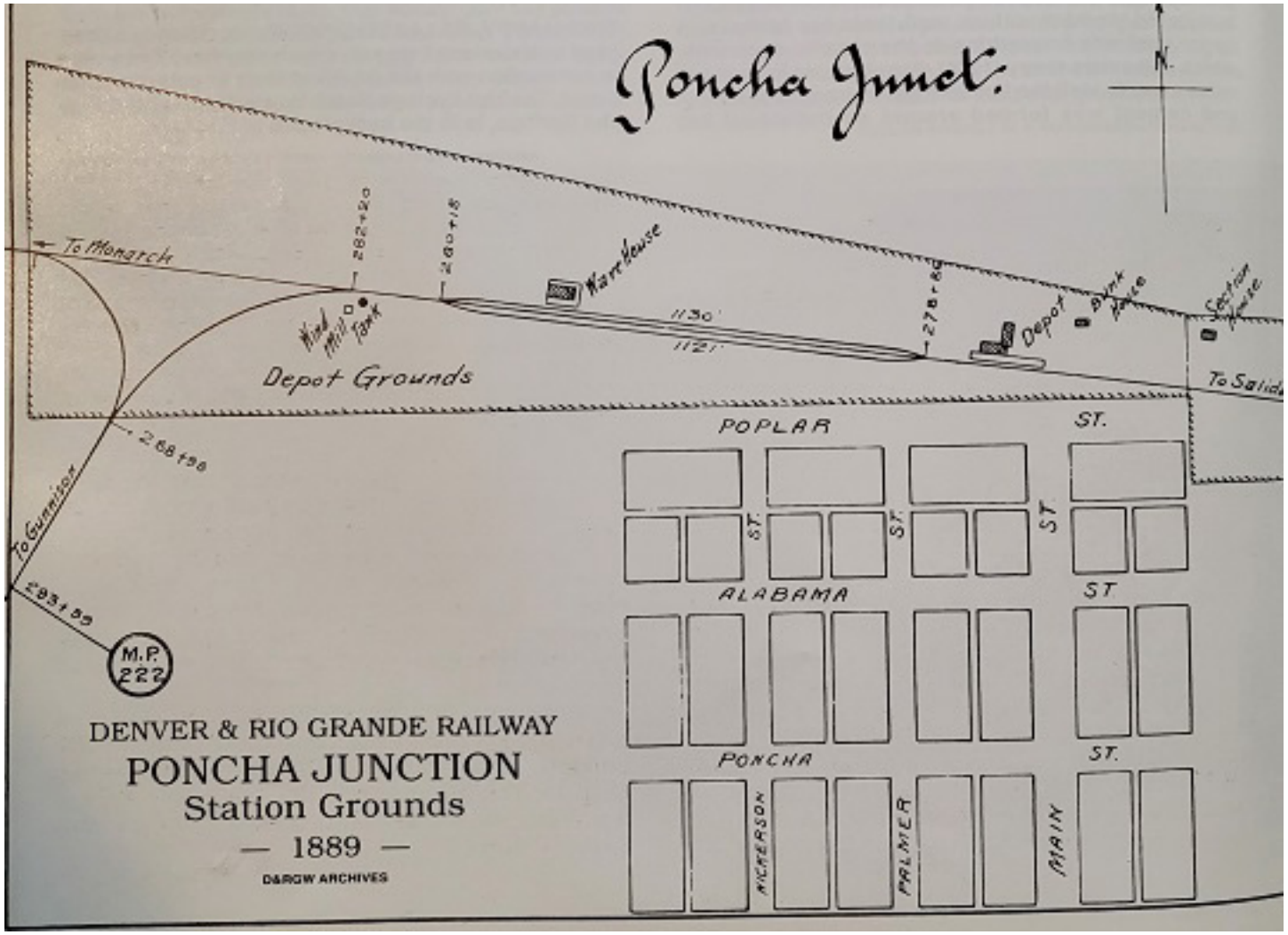


Denver & Rio Grande Railroad.

Read Down. **MONARCH BRANCH.** **Read Up.**

WEST. No. 63, Fr't and Passeng'r S. E.	Miles from Denver.	STATIONS.	Miles from Monarch.	EAST. No. 64, Fr't and Passeng'r S. E.
8 00	.....	Lv.....Denver.....Ar	237.2	7 10
12 50	119.6	.....Pueblo.....	117.6	2 20
9 15	216.5	.....Salida.....	20.7	4 00
• 9 35	221.5	D.....Ponca Junction.....	15.7	• 3 42
• 10 15	228.4	D.....Maysville.....	8.8	• 3 00
ar 11 00	234.6	D.....Garfield.....	2.6	lv 2 15
lv 11 10				ar 2 05
11 30	237.2	D.....Monarch.....	.....	1 45

Poncha Junction MP 220



Poncha Junction MP 220

Poncha Junction MP 220

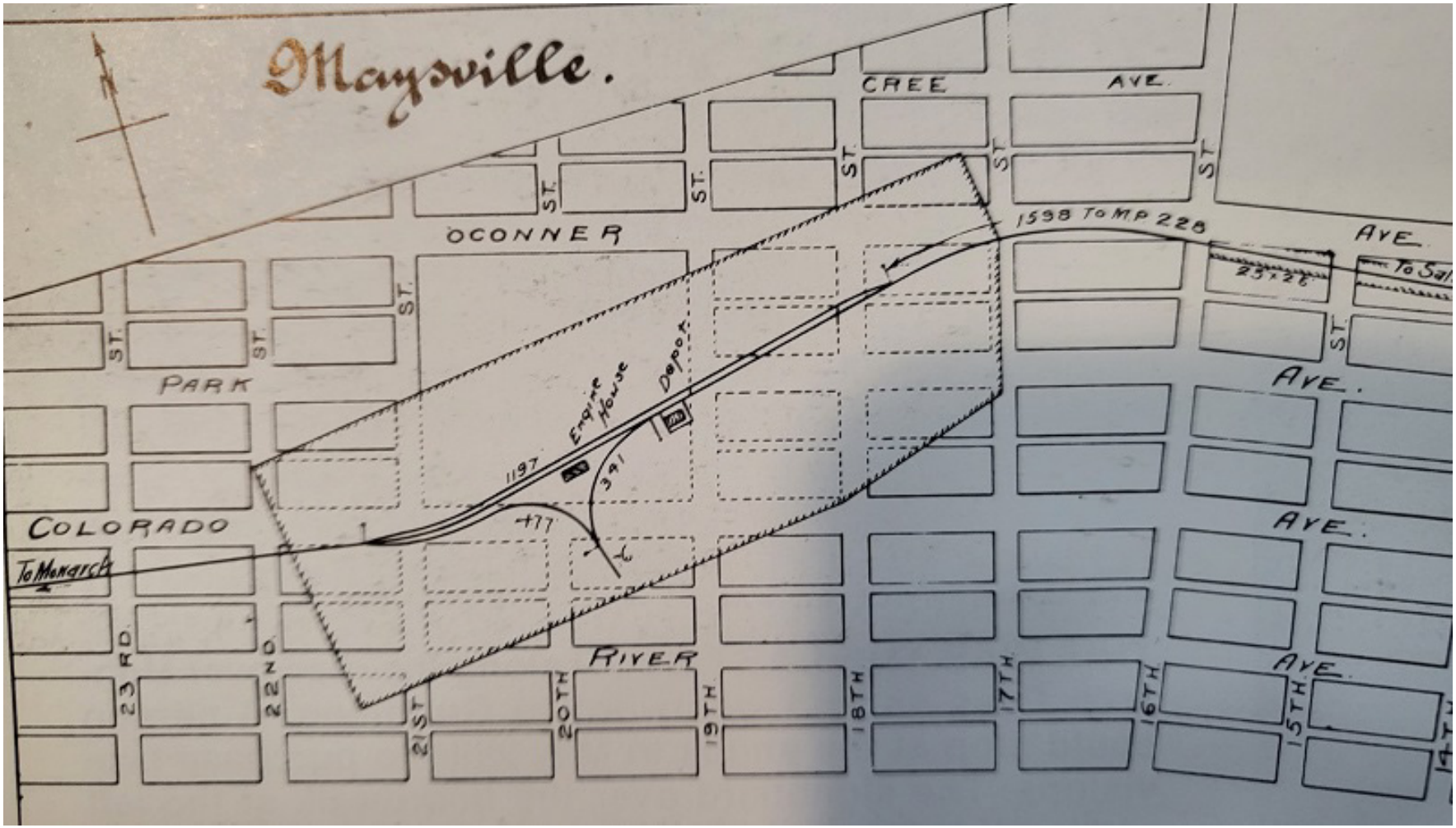
Depot

Section House & Bunk House

Poncha Junction MP 220

Poncha Jct to Maysville
3.8% Grade

Maysville MP 227
Maysville to Monarch: 4.5% Grade

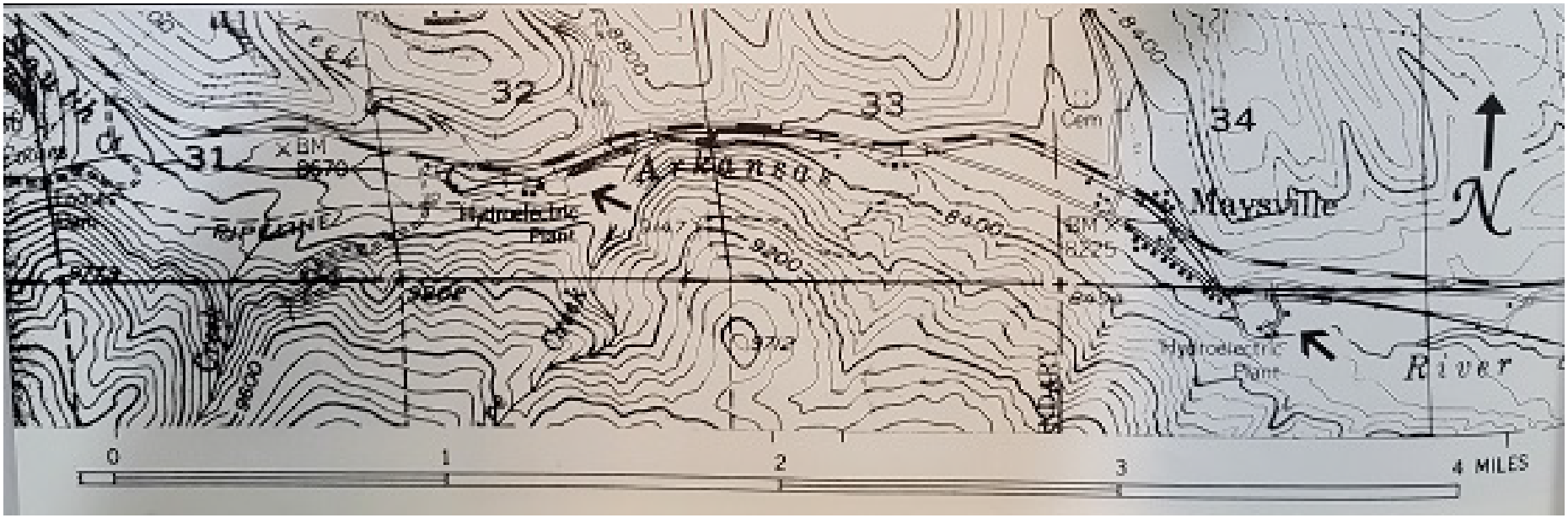


Salida/Maysville Operations

- First Crew Call: 4AM
- Report to Work: 5:30AM
- Train to Monarch
  - M-W-F: 2 Engines / 56 empties / Caboose
  - T-Th-Sat: 1 Engine / 28 Empties / Caboose
- Maysville: Stage Half of the train
  - One half continued to Monarch
  - Road / Helper return with 10-14 loads
  - Return to Monarch with 2nd half of Empties
  - Return to Maysville with another 10-14 loads each
- Return to Salida around 3-4 PM
  - M-W-F: 2 Engines / 40-48 empties / Caboose
  - T-Th-Sat: 1 Engine / 20-24 Empties / Caboose
- Second Crew Call:1:30PM
- Report to Work: 3PM
- Train to Monarch
  - 1 Engine / 28 Empties / Caboose
- Return to Salida around 1-2AM
  - 1 Engine / 20-24 Empties / Caboose

Maysville MP 227

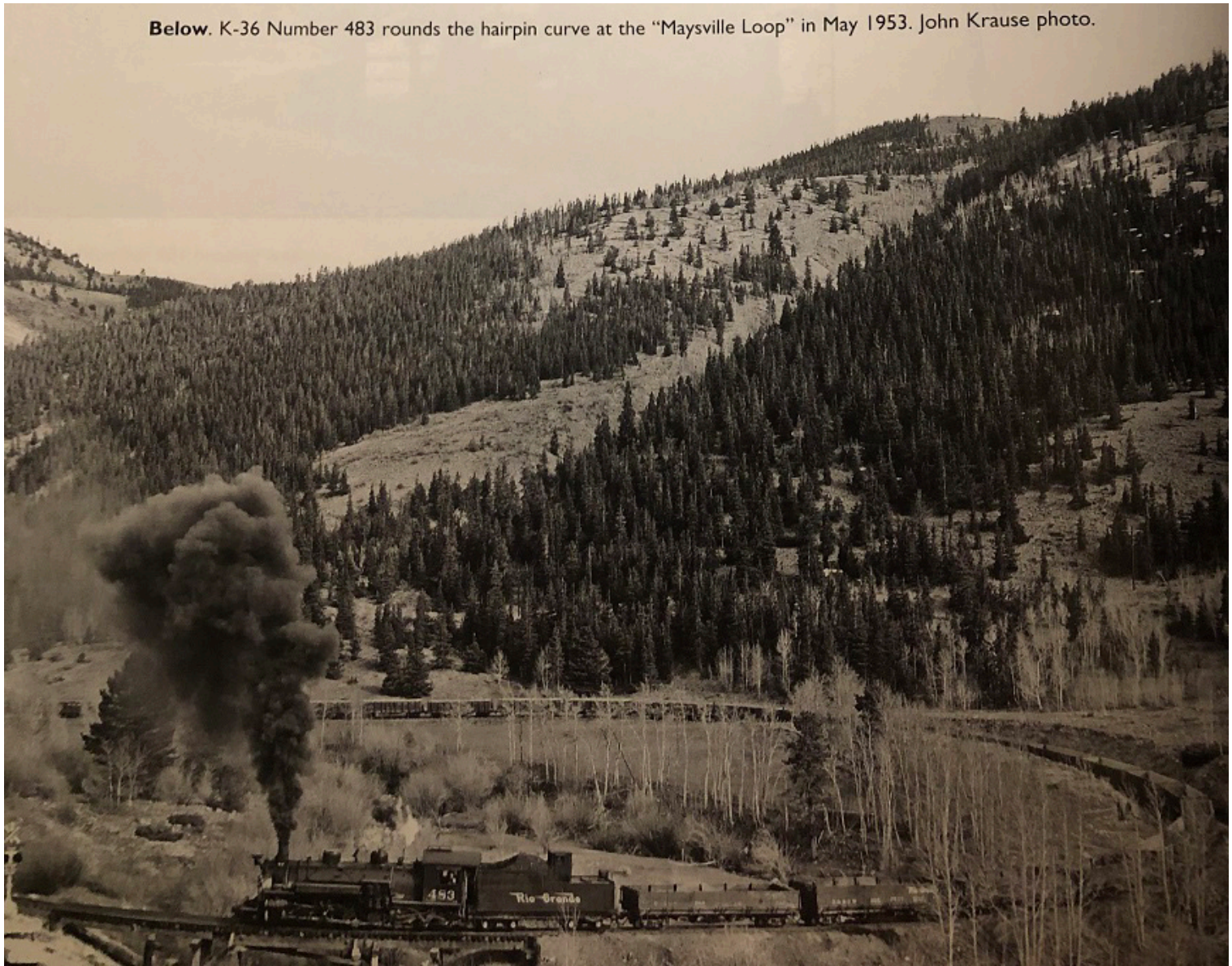
Maysville Double Muleshoe curve



Maysville K36s 482 & 489

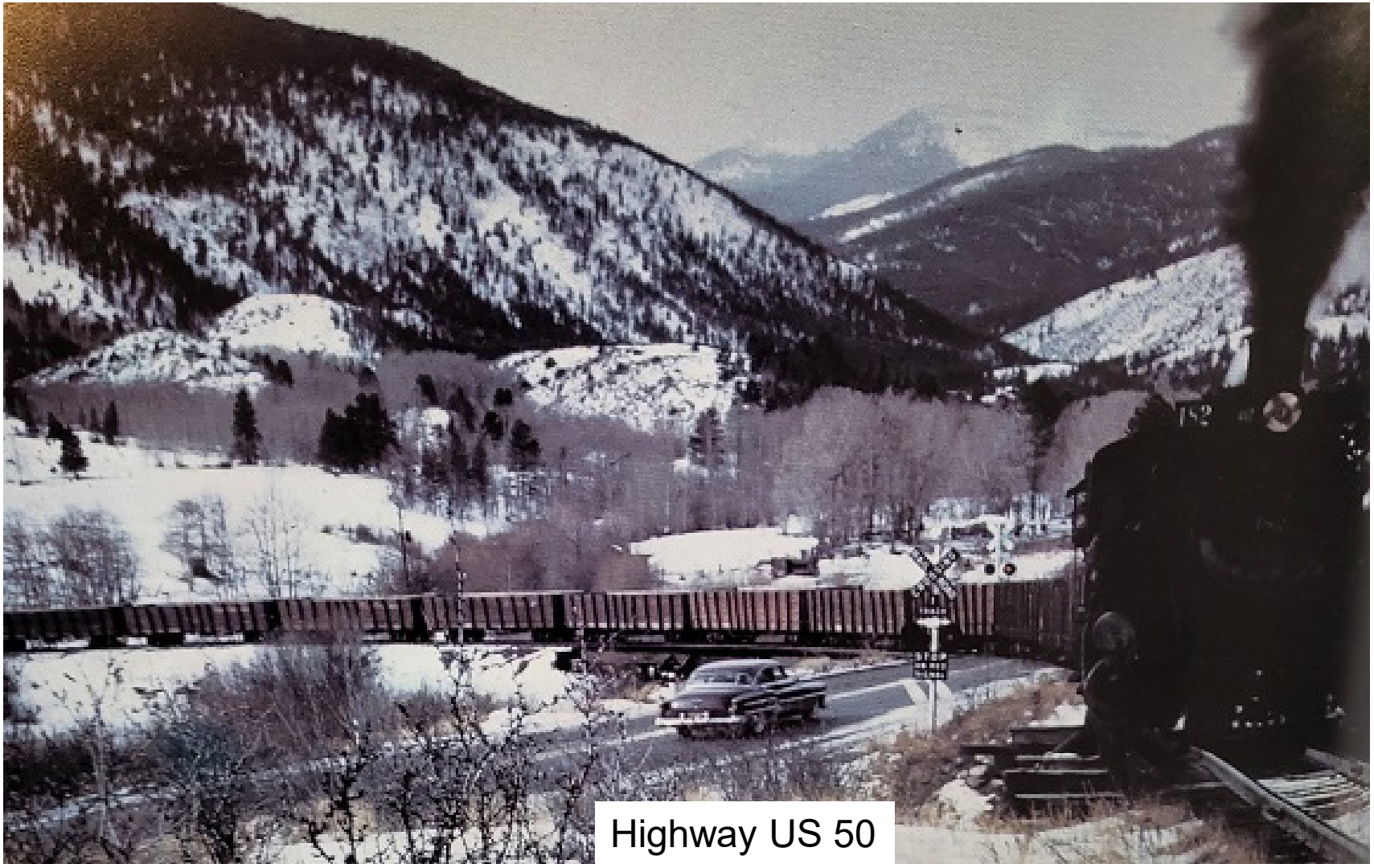
Above. John Krause was on hand in 1953 when Number 482 steamed upgrade just below the first of two loops at Maysville. Number 489 is pushing.

Maysville Lower Loop – K36 #483



Below. K-36 Number 483 rounds the hairpin curve at the "Maysville Loop" in May 1953. John Krause photo.

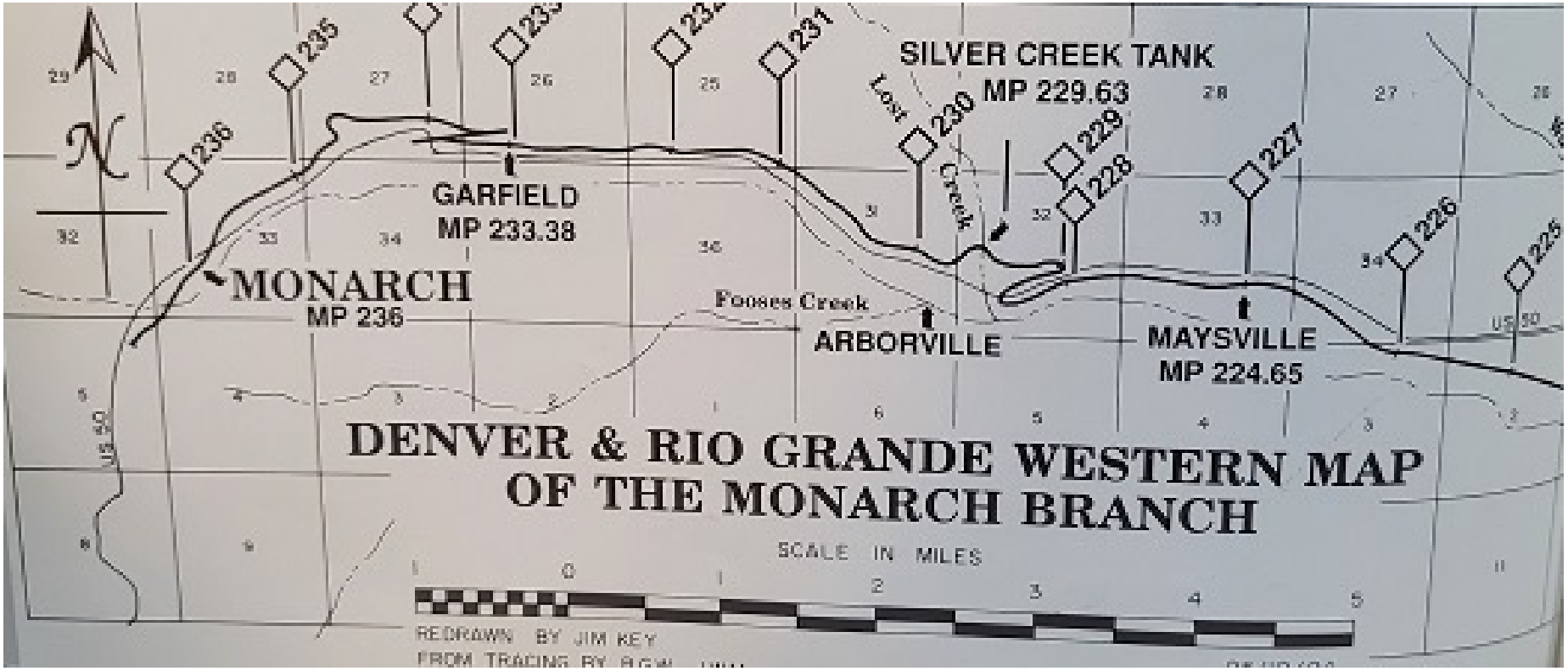
Maysville Lower Muleshoe curve
MP 228.5



Past Upper Muleshoe curve

Highway US 50

Maysville to Monarch



Silver Creek MP 229.6

Tank replaced with a Cistern and Water Column

Maysville to Monarch

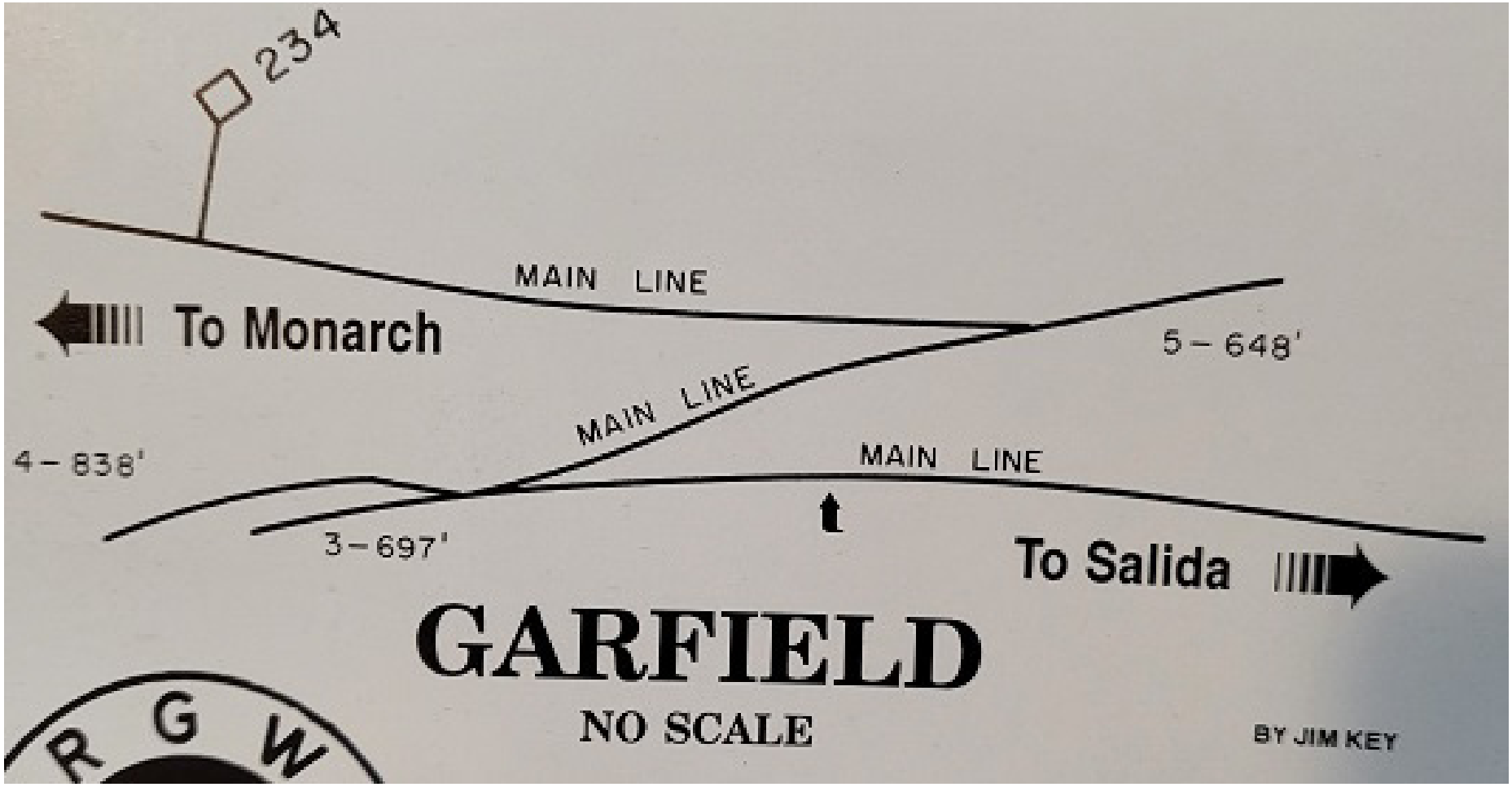
Garfield Switchback approach

Above. On August 26, 1952 Thomas M. Gilbert recorded K-36 Number 485 bringing a train of empties up the first switchback near Garfield.

Garfield Operations

- Maximum of 14 Gons + Engine + Caboose fit on upper tail of Switchback
- M-W-F: 2 Engines / 28 empties / Caboose
  - Train split in half
  - Road Engine take first 14 cars up switchback
  - Helper would take rear 14 cars up switchback
- 28 Car Trains had 1 Engine / 28 Empties / Caboose
  - 14 Cars left at Maysville
  - Road Engine take first 14 cars up switchback

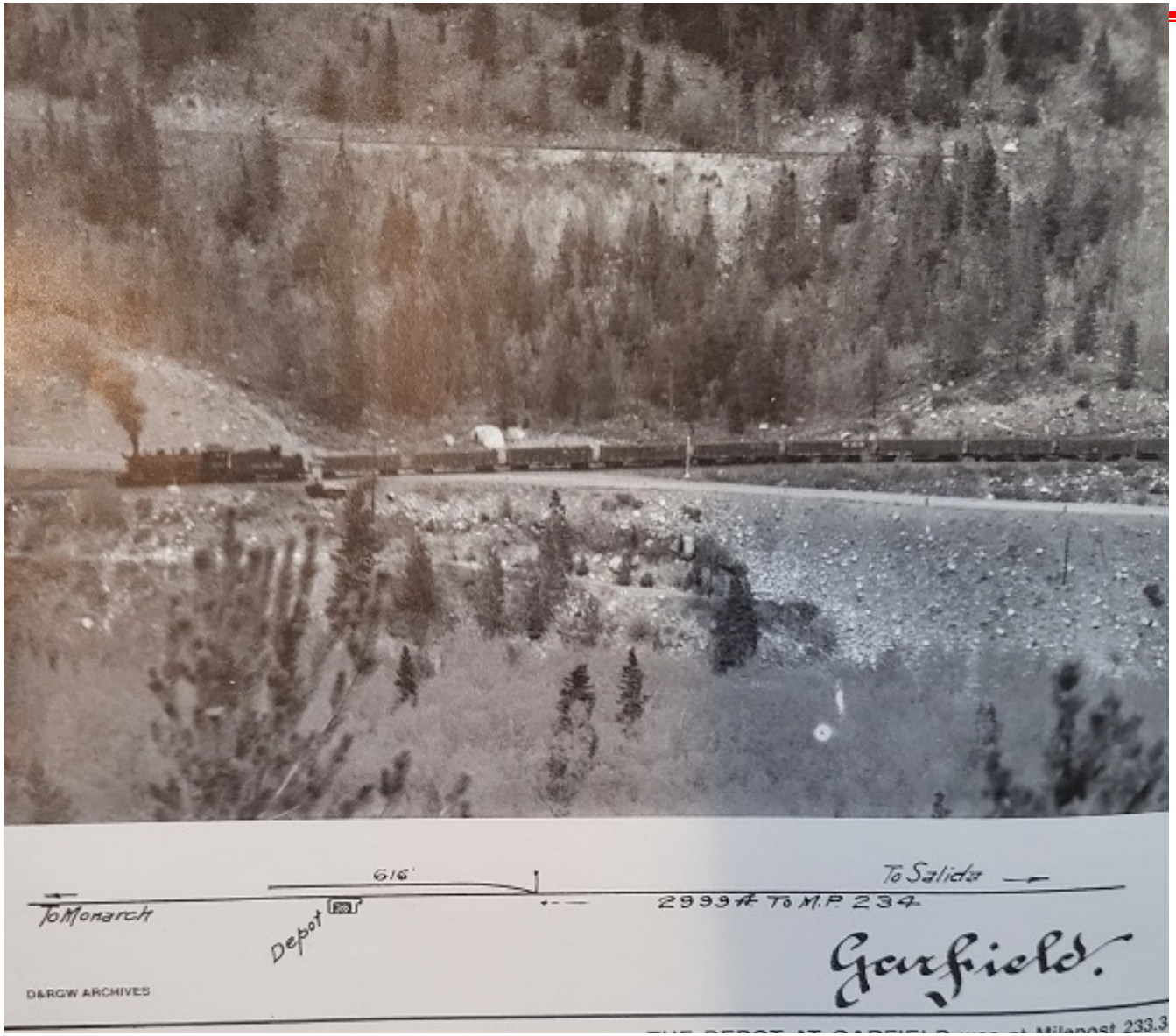
Garfield Double Switchback



Garfield Lower Switchback

Train entering lower Switchback, train will split in two, with Helper and Caboose bringing up rear Half of train behind switch

Garfield Lower Switchback



Train entering lower Switchback, train will split in two, with Helper and Caboose bringing up rear half of train behind switch

Garfield Lower Switchback

Train entering lower Switchback, train will split in two, with Helper and Caboose bringing up rear half of train behind switch

Garfield Lower Switchback

Head Engine backing front half of train,
14 cars, up middle of switchback.

Second half of train with Helper and caboose on lower track.

Garfield Upper Switchback

1880s Mixed Train!

Garfield Switchback

1880s, original rough cut ties, middle leg of Switchback

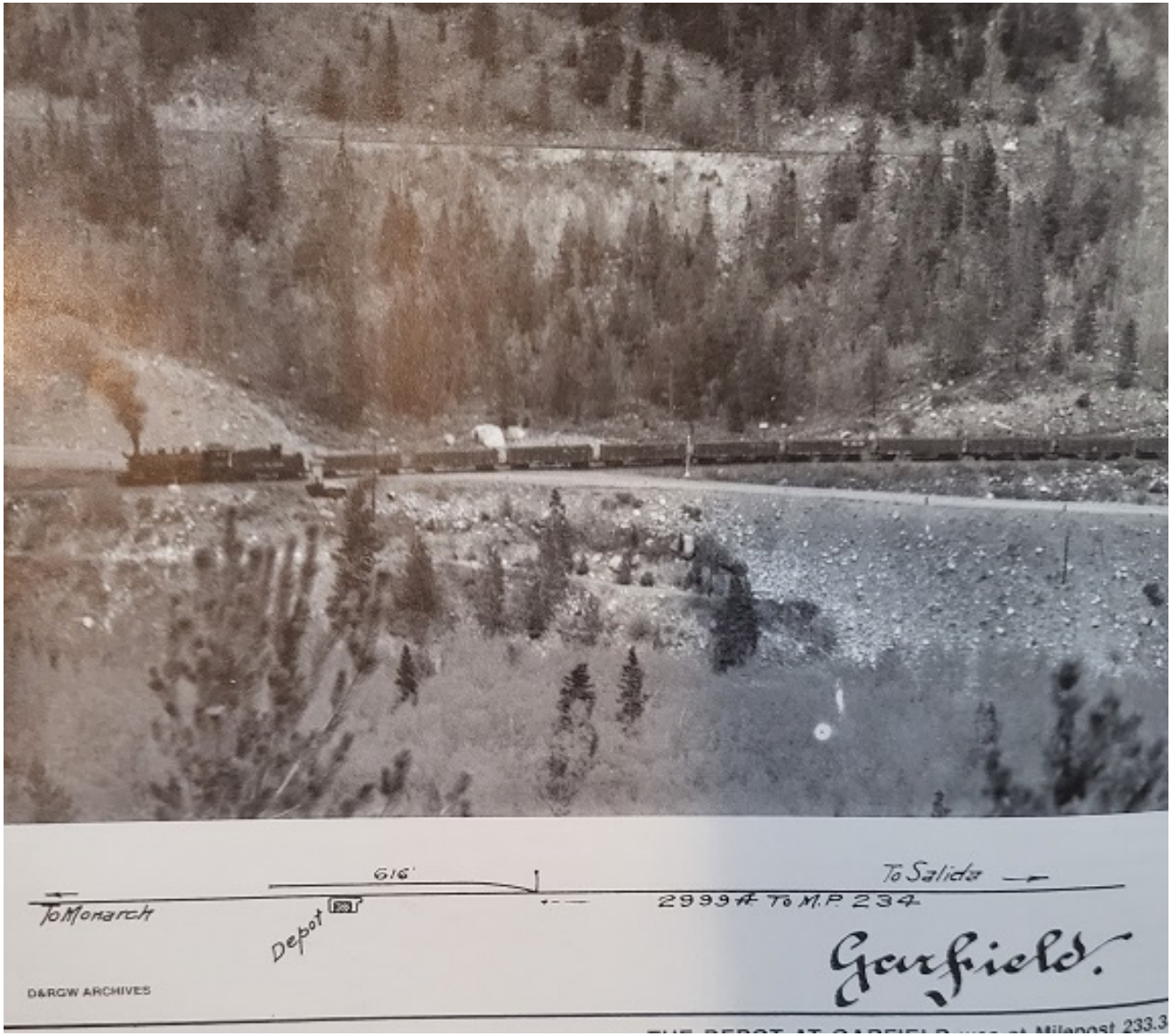
Garfield Lower Switchback

Depot at end of lower switchback, siding for one half of train.

Road engine brings down first half of train, the helper (in front), brings down the remaining cars.

Road engine reassembles train to return back to Garfield.

Helper usually goes on ahead light.



Garfield Double Switchback

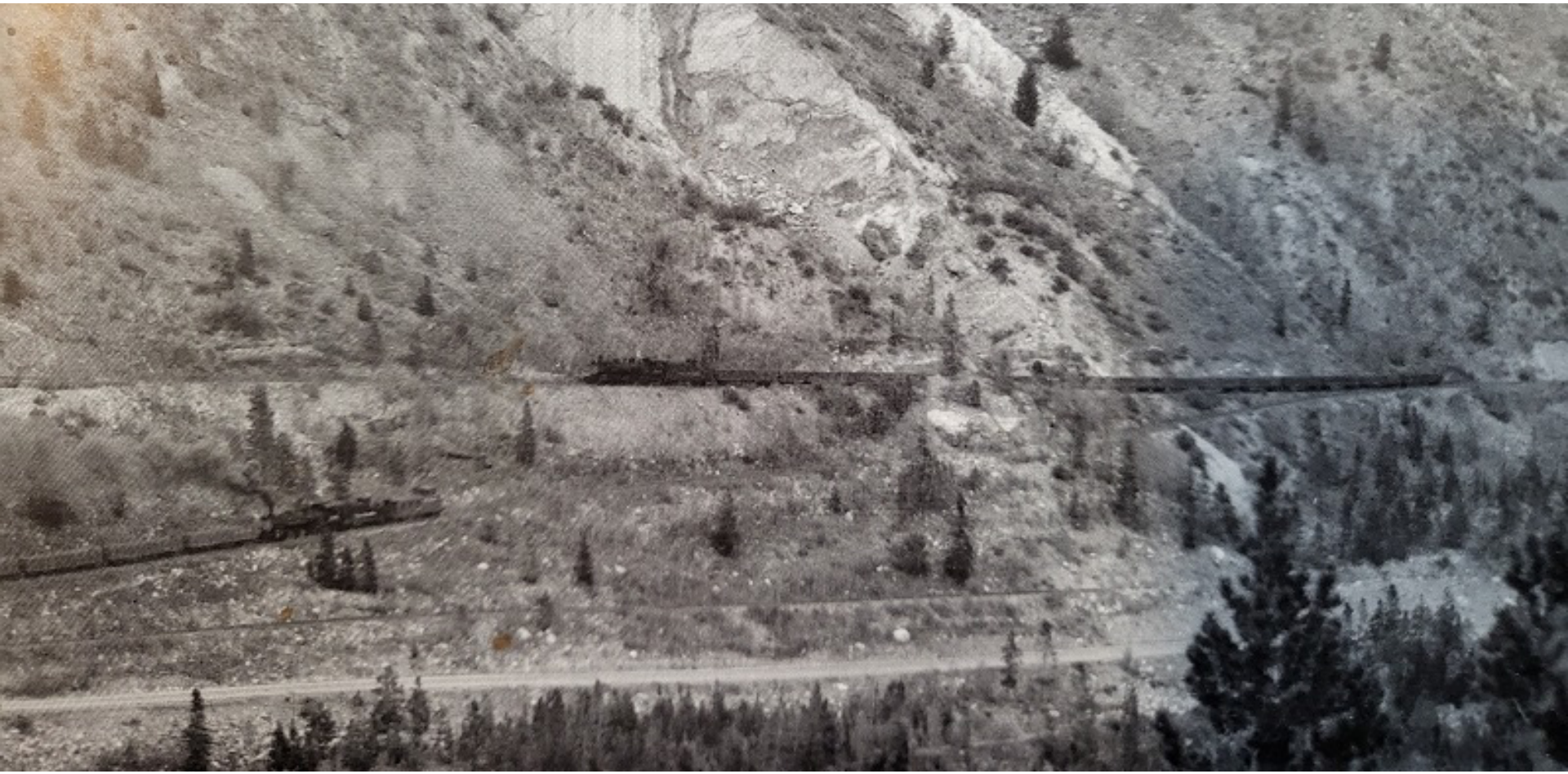
Full train on lower switchback

Garfield Double Switchback

Road engine backing first half up first switchback, Helper with caboose shoves rear half of train onto lower switchback tail.

Garfield Double Switchback

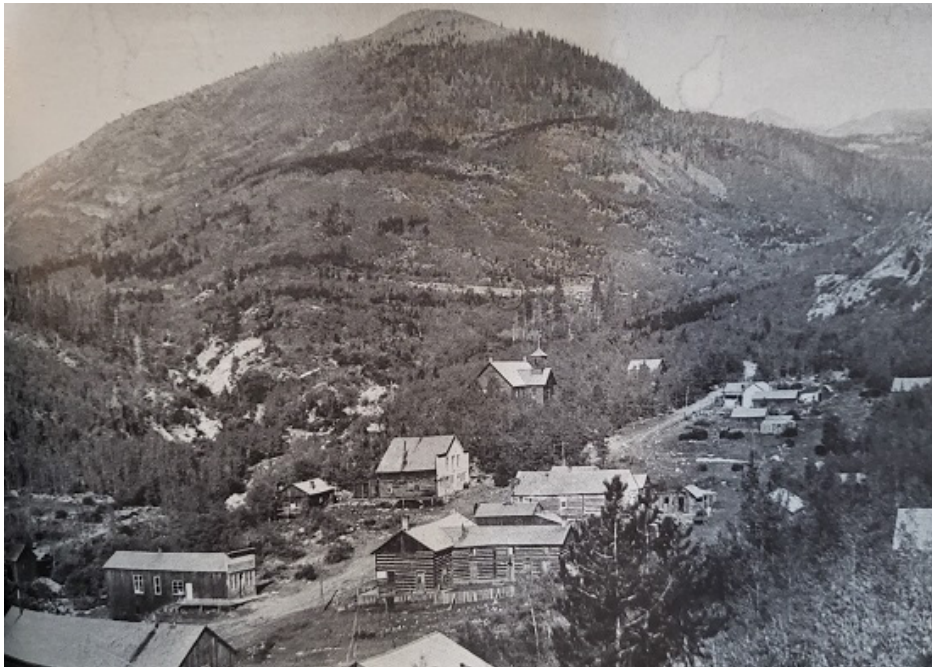
Road engine pulling first half up second switchback, Helper with caboose pulls rear half of train up lower switchback.



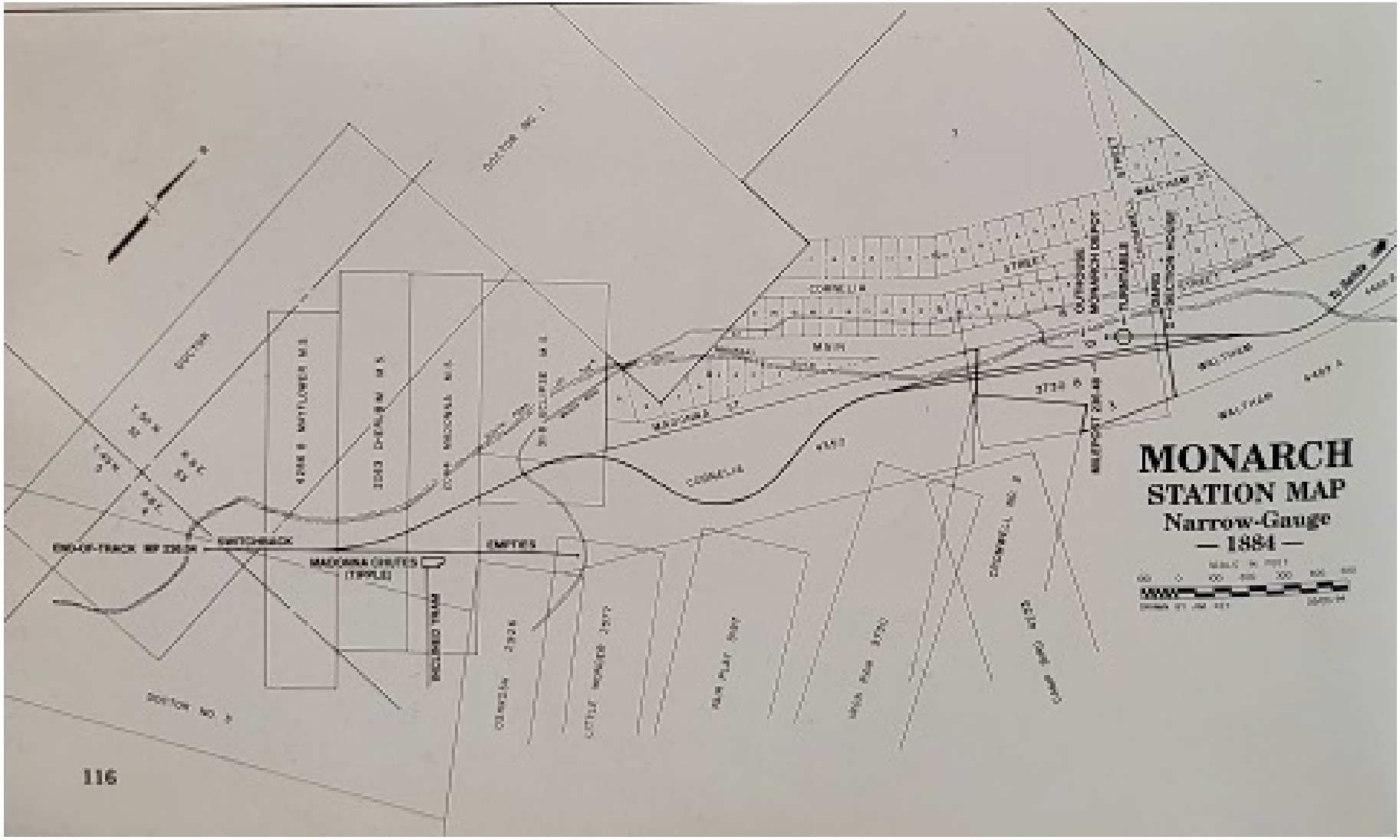
Garfield Upper Switchback

Garfield Water Column, gravity fed from a concrete cistern above the grade, located above the Monarch lodge.

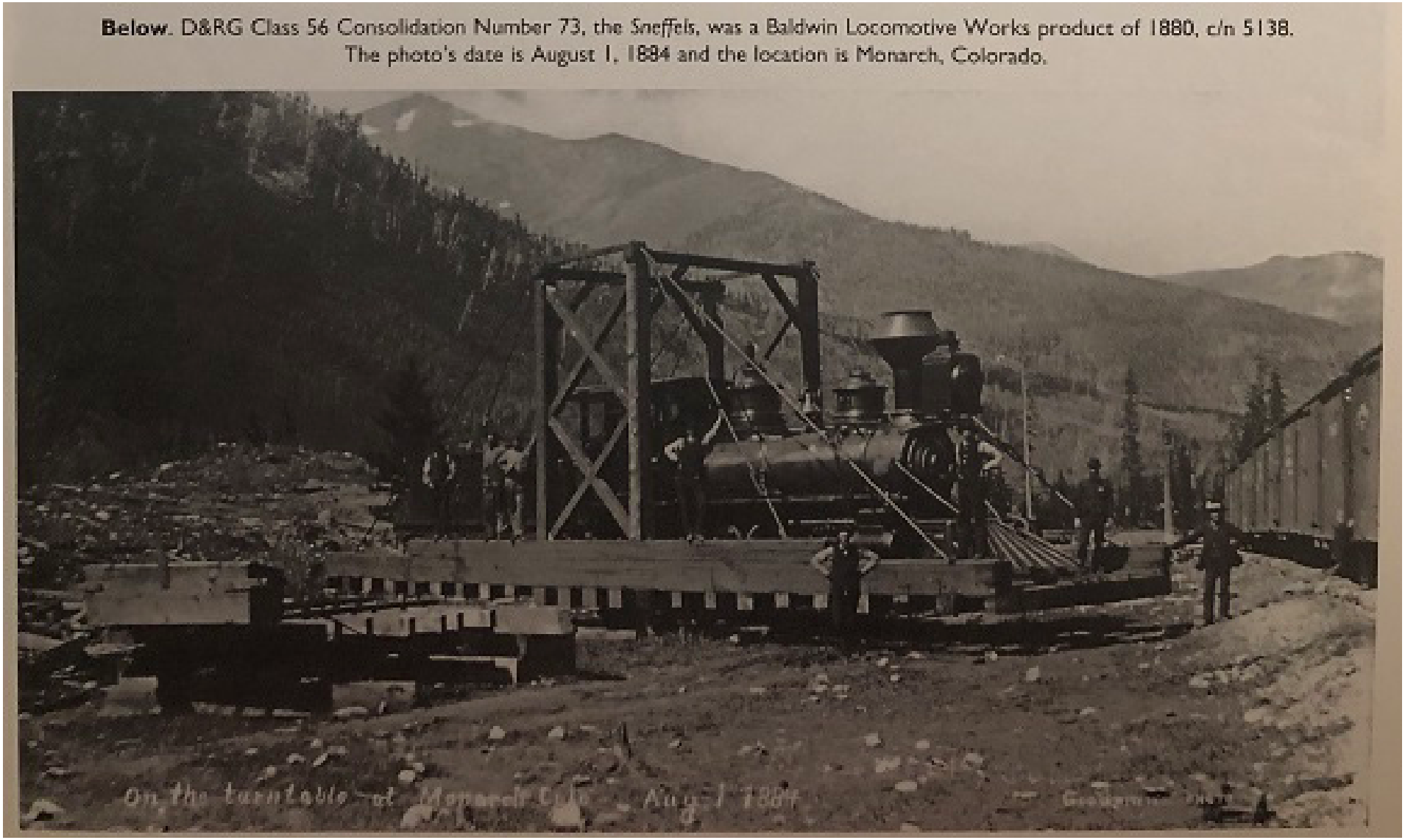
1880s Monarch



Monarch 1884

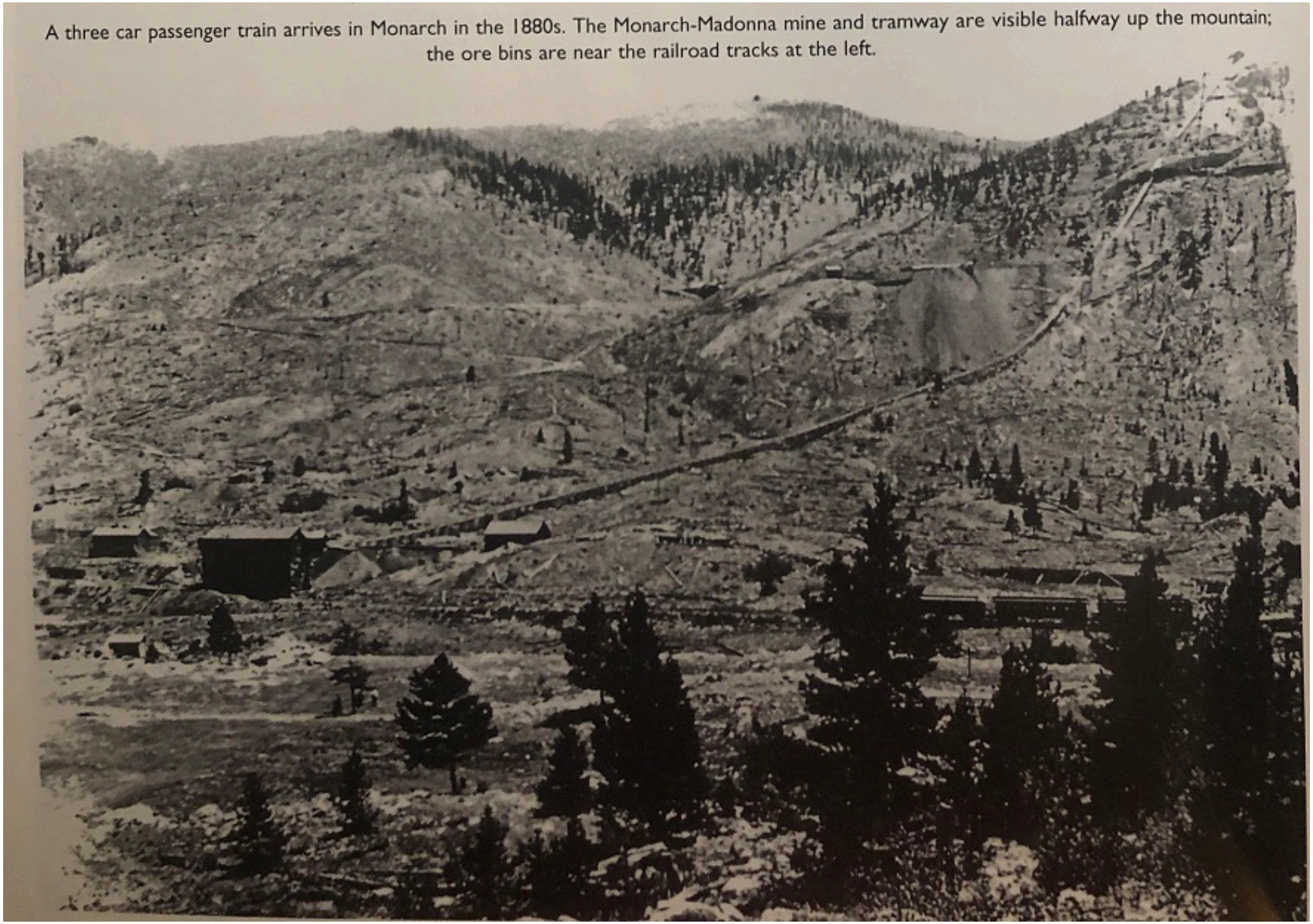


Gallows Turntable



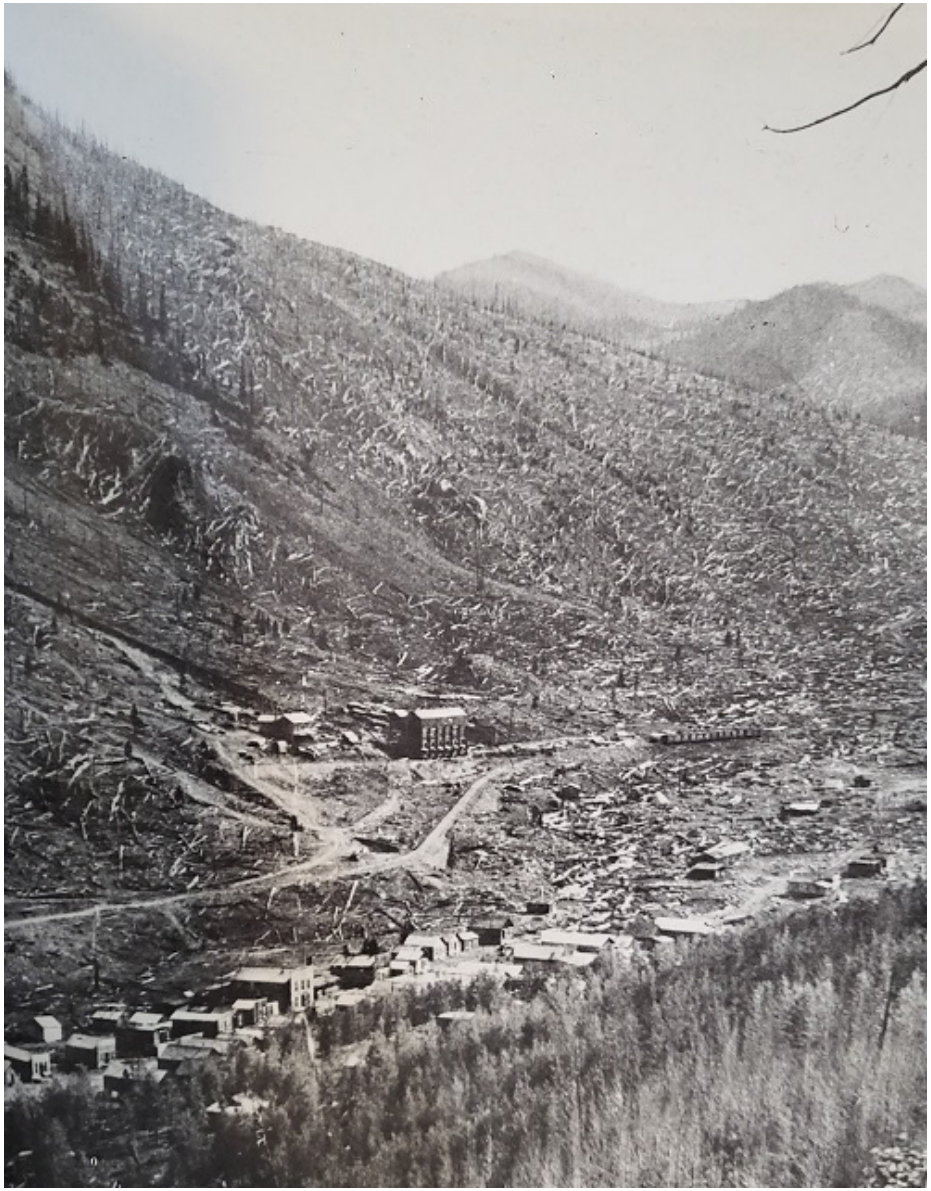
Below. D&RG Class 56 Consolidation Number 73, the *Sneffels*, was a Baldwin Locomotive Works product of 1880, c/n 5138. The photo's date is August 1, 1884 and the location is Monarch, Colorado.

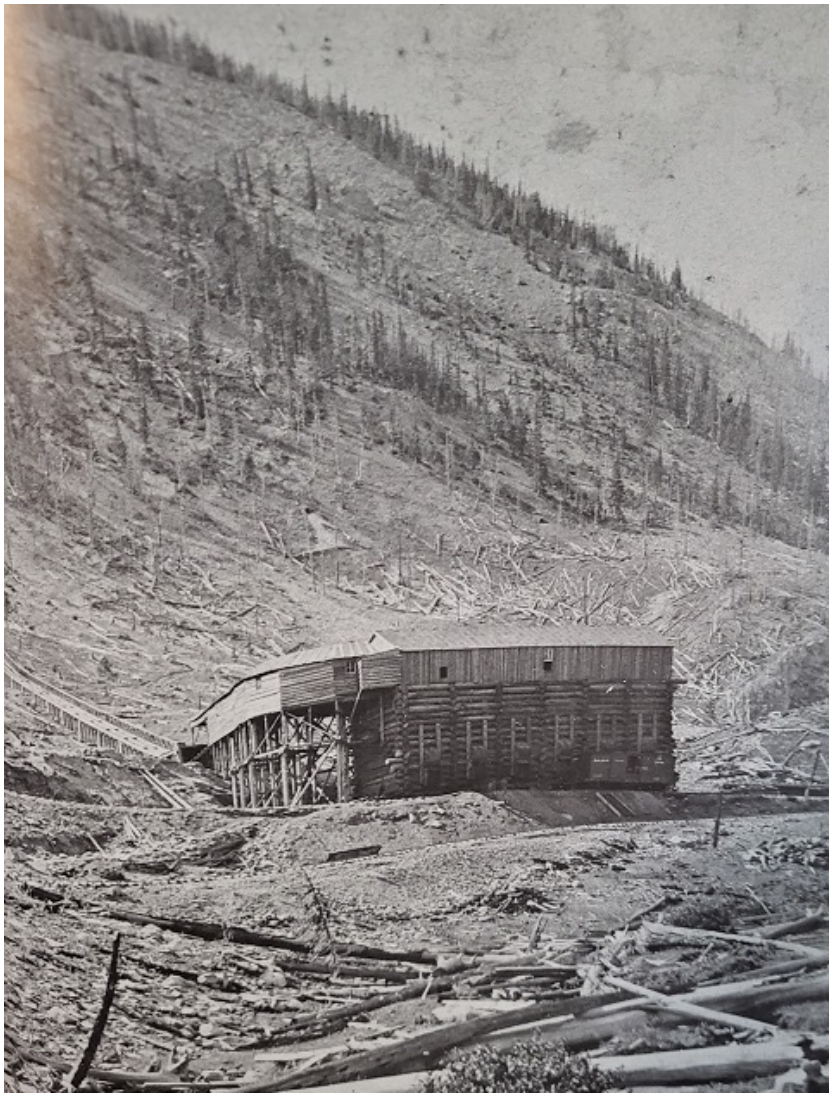
1880s Madonna Mine



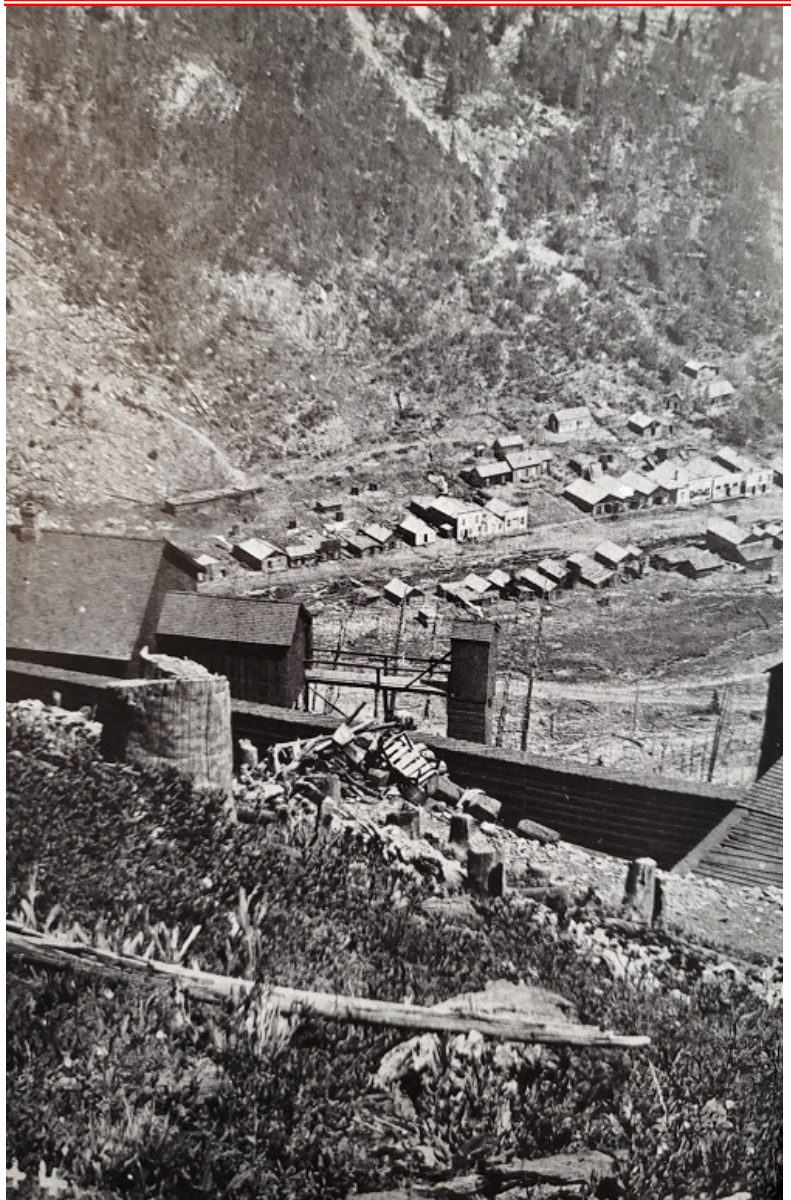
A three car passenger train arrives in Monarch in the 1880s. The Monarch-Madonna mine and tramway are visible halfway up the mountain; the ore bins are near the railroad tracks at the left.

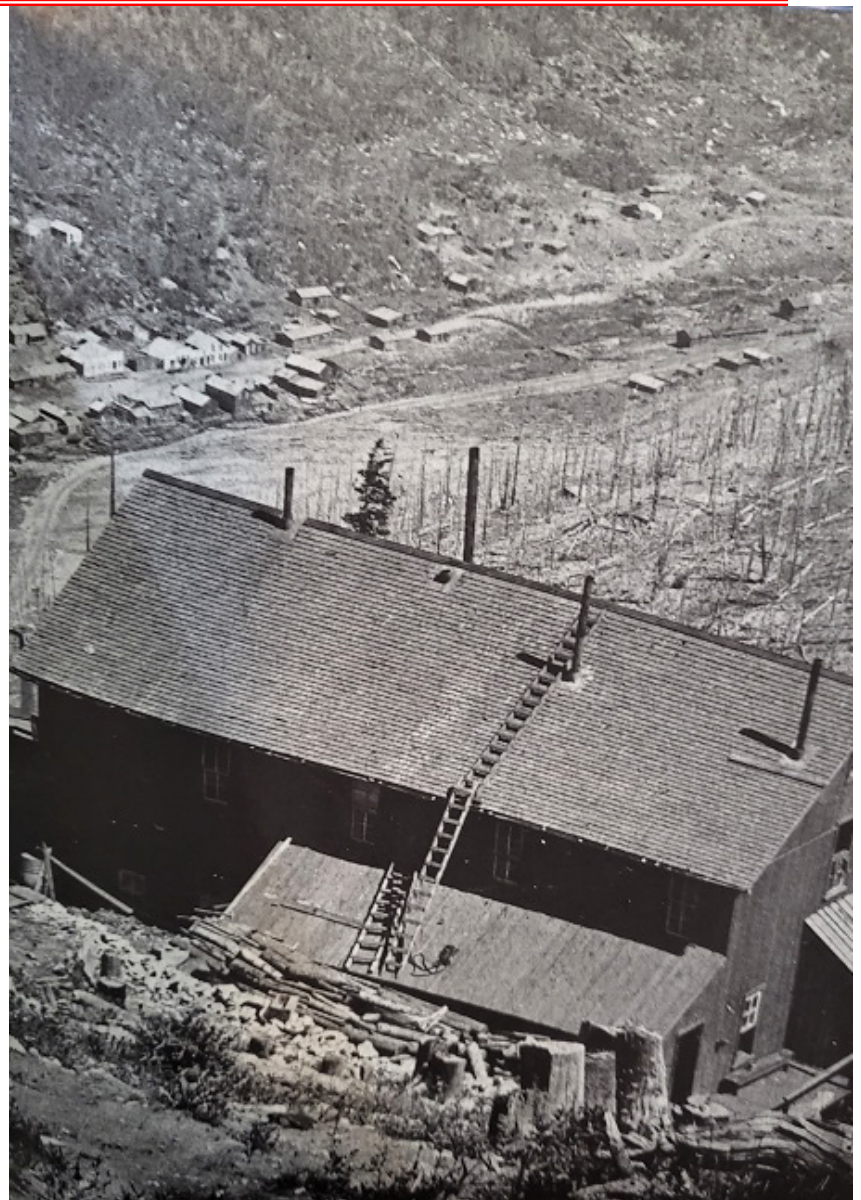
1880s Madonna Mine





1880s Madonna Mine





Monarch

January 1946

Rotary ON out of Salida

Monarch Winter Operations

1920s

Rotary ON out of Salida 1907

Colorado Fuel & Iron Limestone Quarry

The Burton Limestone Quarry, opened in 1927, was purchased in 1931 by CF&I. Limestone quarrying began by 1924, with the Eclipse Mining Company.

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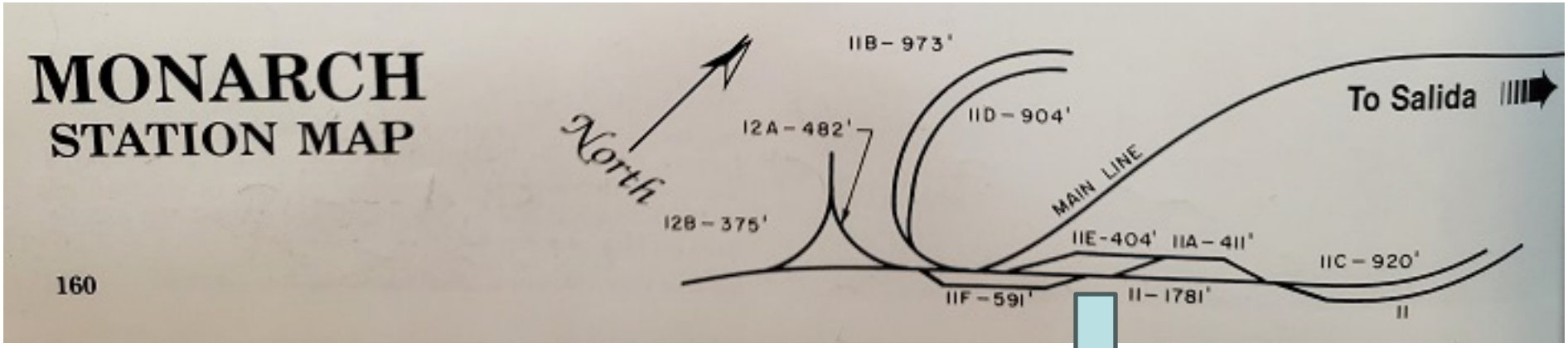
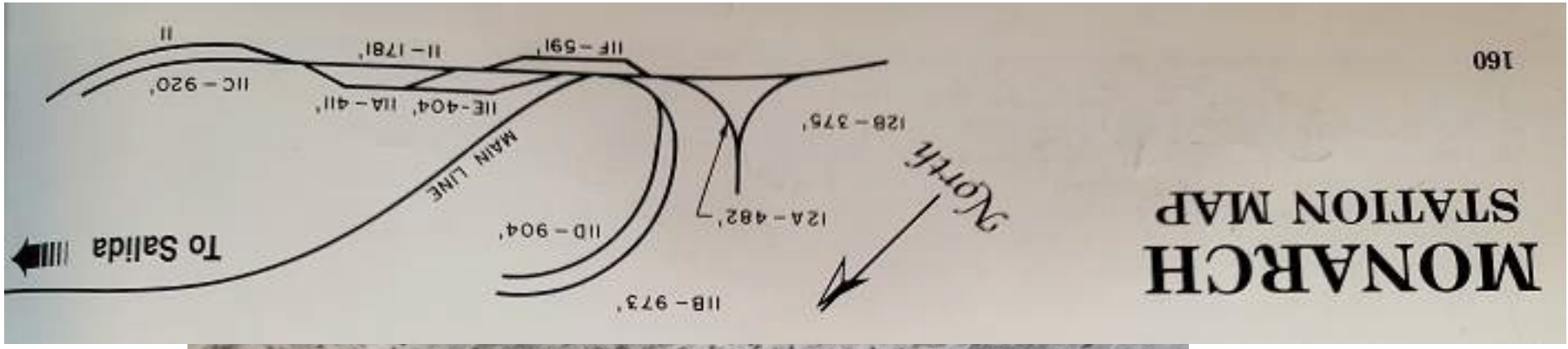


Tipple

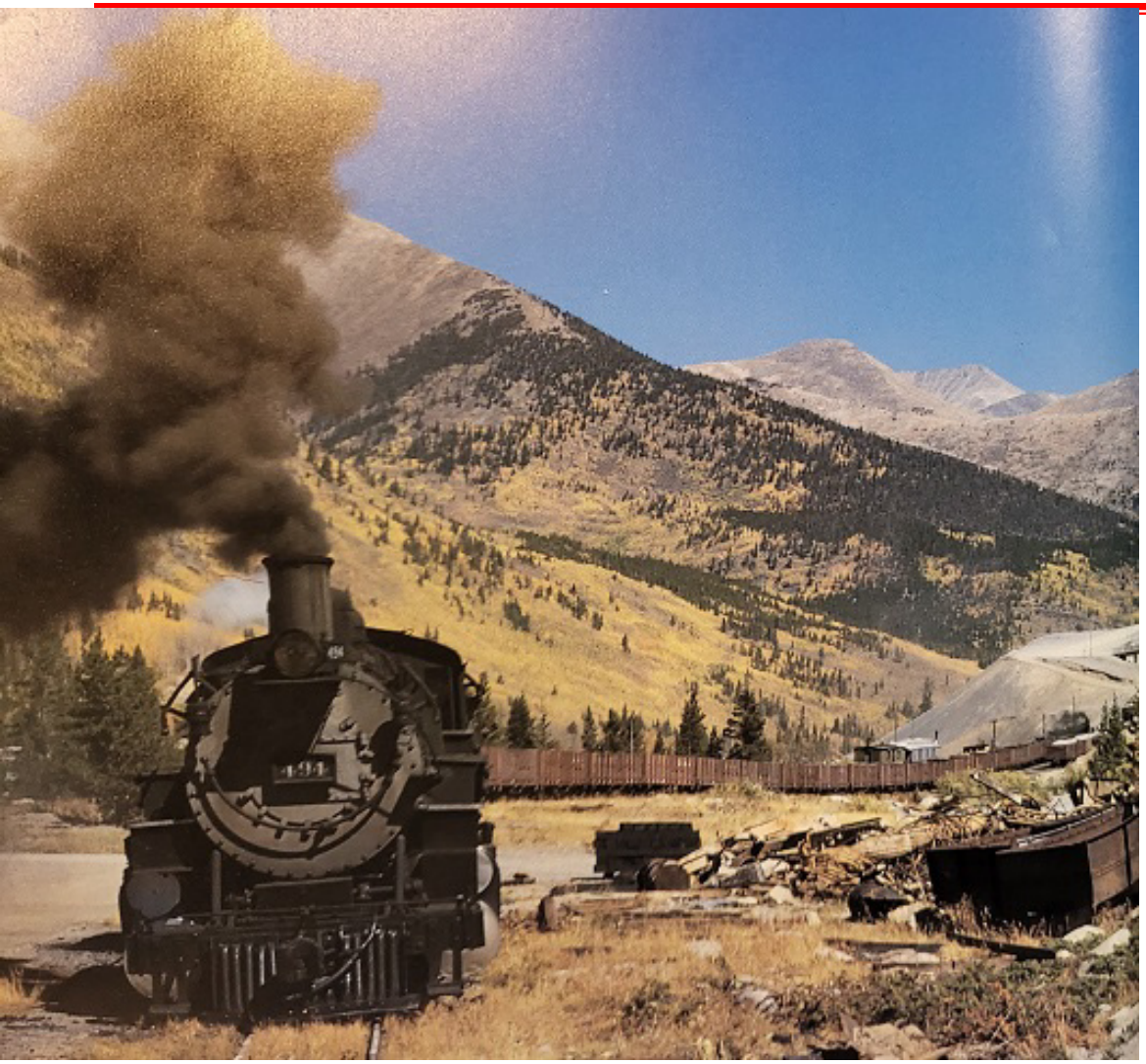
Colorado Fuel & Iron Limestone Quarry

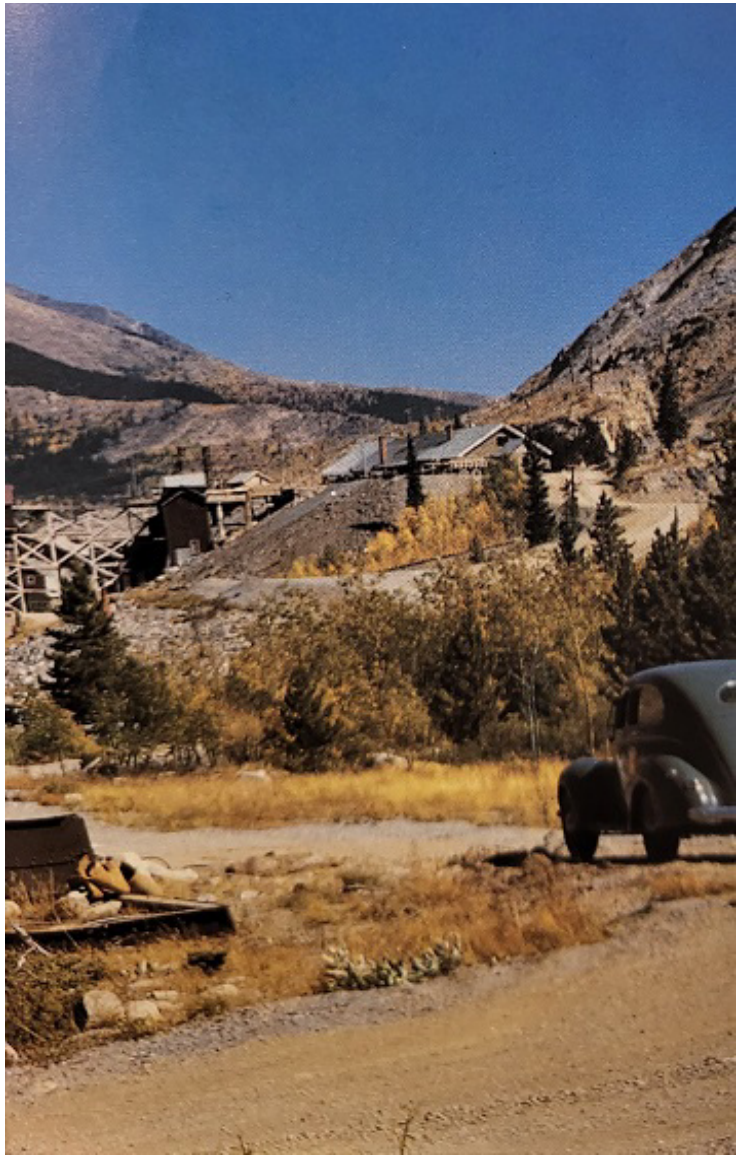


Monarch Operations

- M-W-F: 2 Engines / 28 empties / Caboose
  - Road Engine shoves empties up gravity tracks
  - Turn Engines on Wye
  - Road Engine pulls out 20-24 loads from load tracks
  - Helper runs light ahead to Garfield Upper Switchback
- 1 Engine / 28 Car train / Caboose
  - Road Engine shoves empties up gravity tracks
  - Turn Engine on Wye
  - Road Engine pulls out 10-12 loads from load tracks

Colorado Fuel & Iron Limestone Quarry

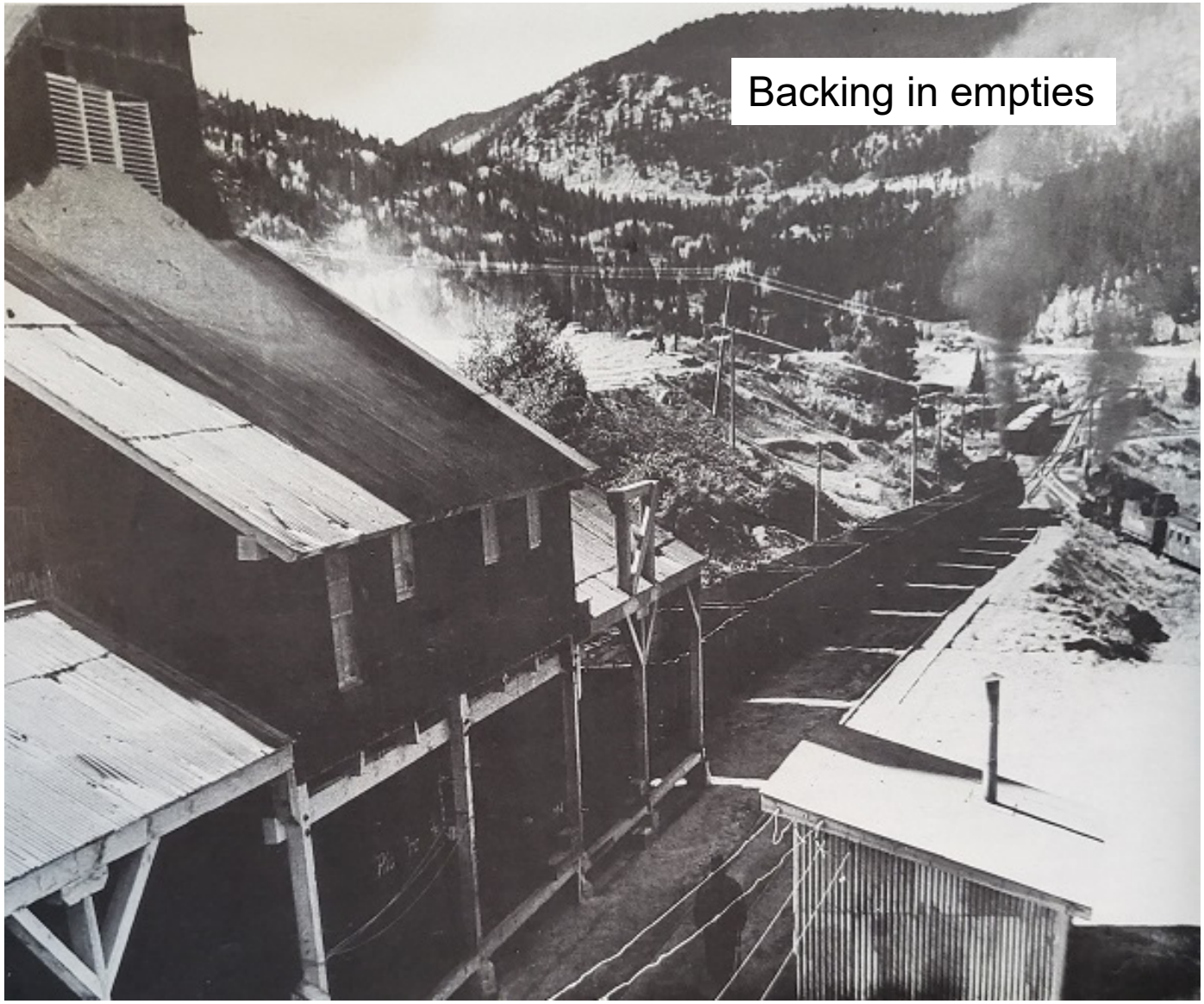




Colorado Fuel & Iron Limestone Quarry

Monarch Tipple – Backing Empties

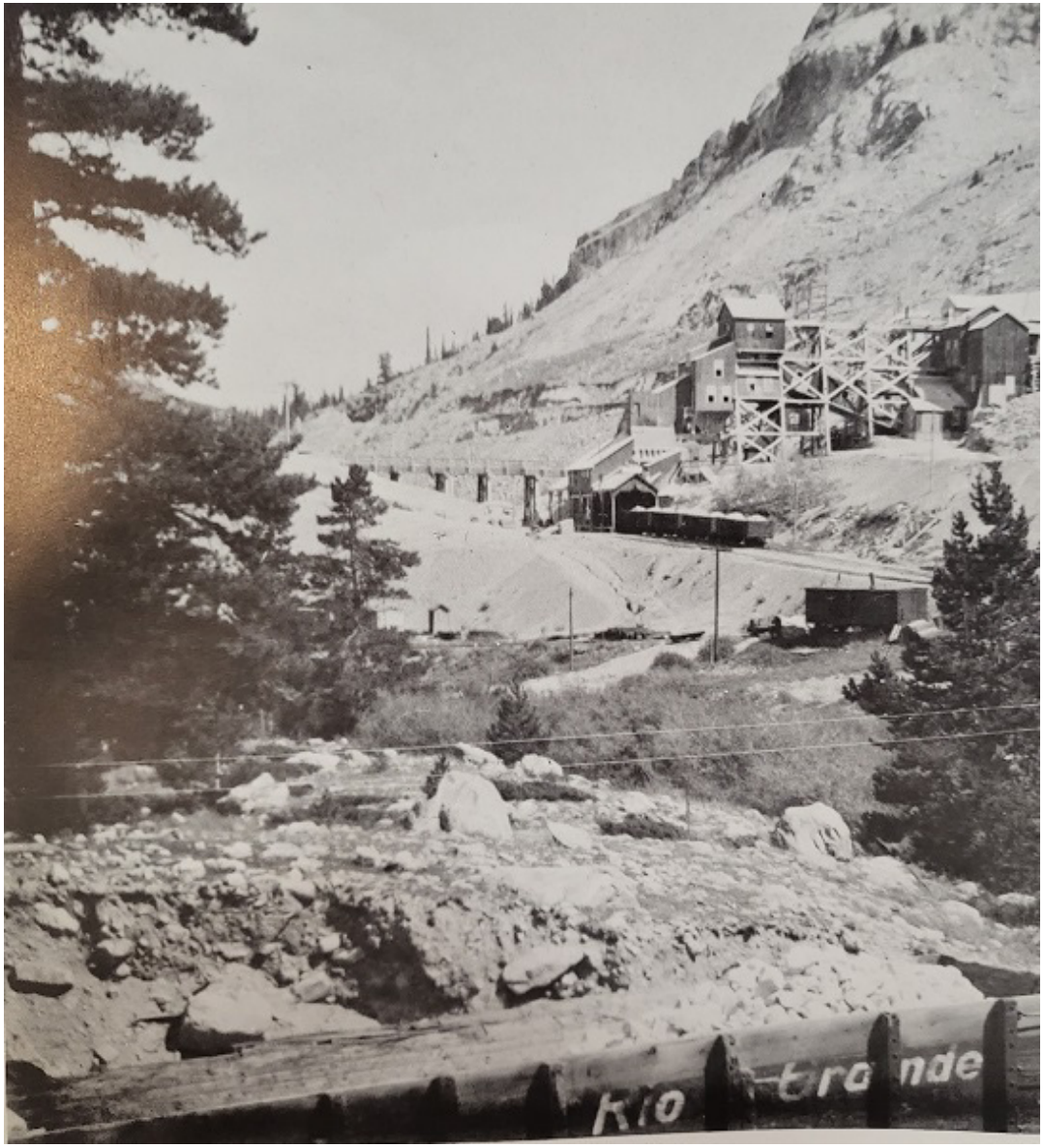
Colorado Fuel & Iron
Limestone Loading Chutes



Colorado Fuel & Iron
Limestone Loading Chutes

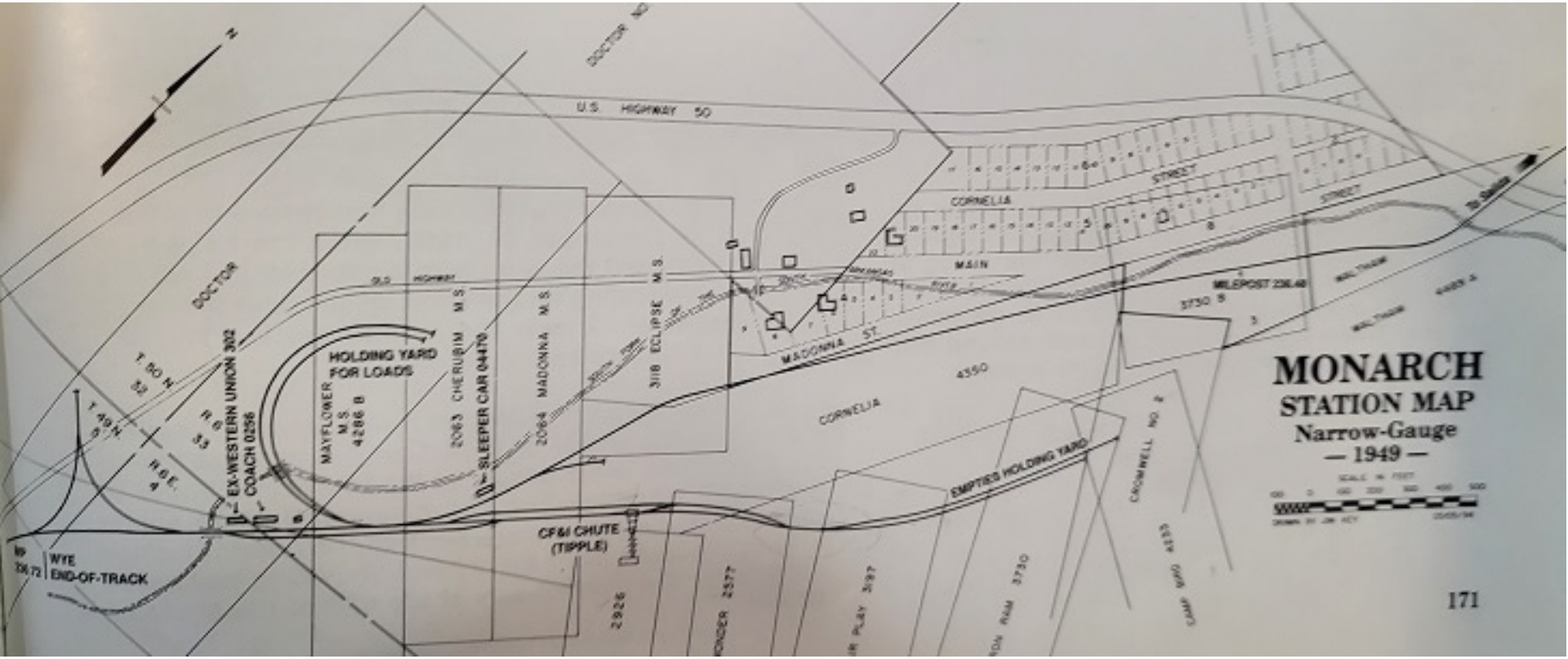
Colorado Fuel & Iron Loads Track

High side narrow gauge gondolas are loaded at the tipple, and rolled by gravity to the loads tracks near the wye.



Monarch Operations

High side narrow gauge gondolas are are shoved up the empties tacks, gravity fed to the tipple, loaded at the tipple, and rolled by gravity to the loads tracks near the wye.



Colorado Fuel & Iron Limestone Quarry

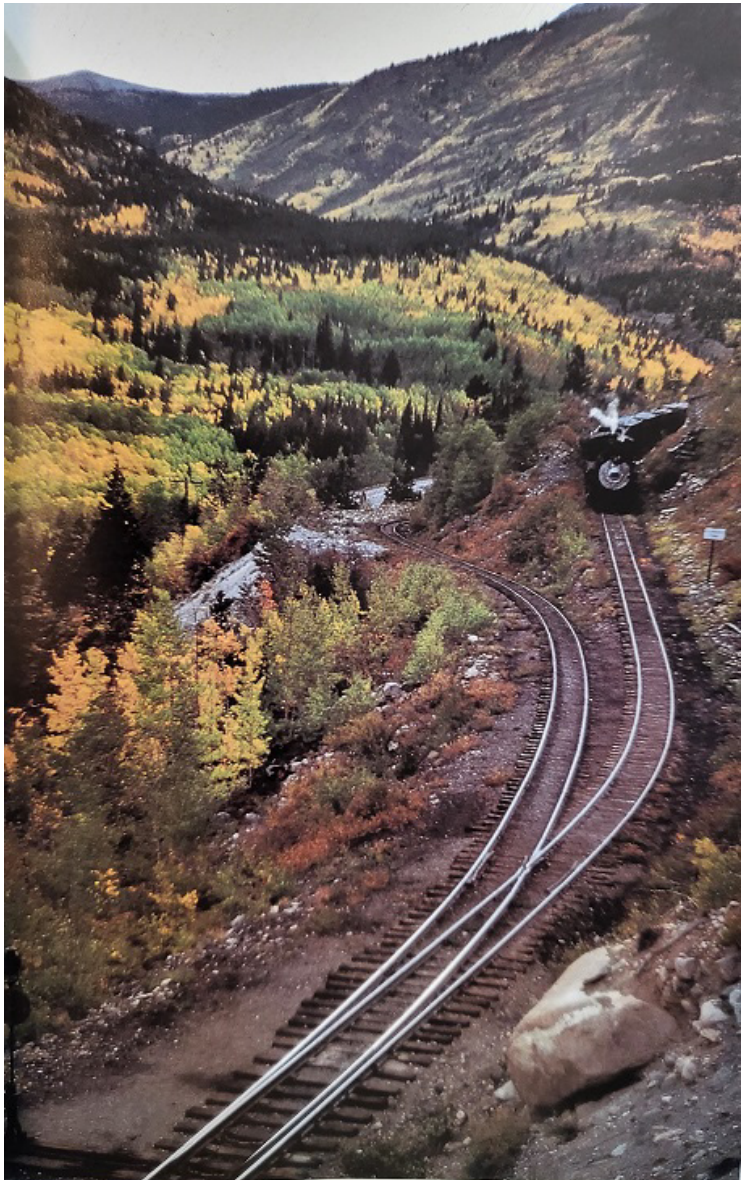
High side narrow gauge gondolas are are shoved up the empties tacks, gravity fed to the tipple, loaded at the tipple, and rolled by gravity to the loads tracks near the wye.

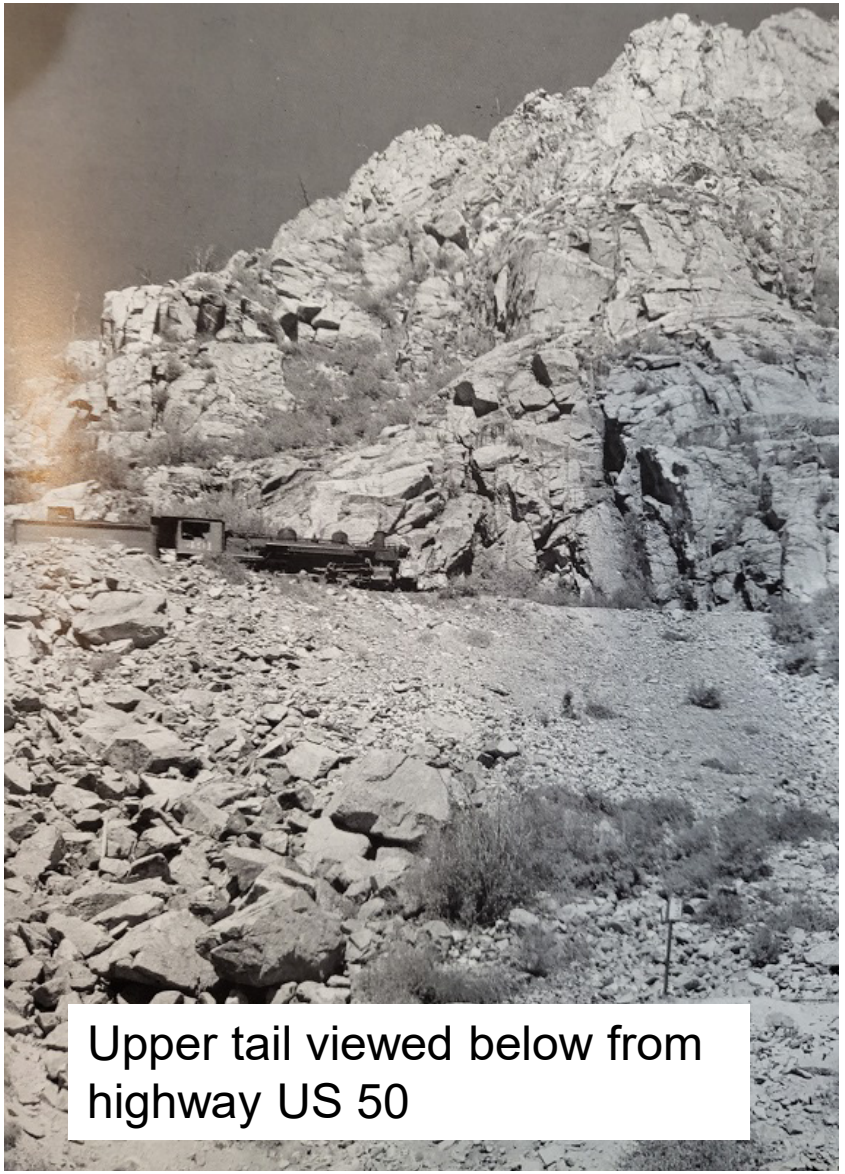
Colorado Fuel & Iron
Limestone Quarry Wye

K36 #481 backing into loads tracks picking up first string

Monarch Tipple – Loads Pulling Out

Upper Switchback Tail





Upper tail viewed below from highway US 50

Garfield Operations

- Maximum of 14 Gons + Engine + Caboose fit on upper tail of Switchback
- M-W-F: 2 Engines / 28 empties / Caboose
  - Road Engine cuts 10 cars from train, proceeds down switchback.
  - Helper backs on upper tail of switchback and brings rear down to siding.
  - Helper cuts off train, runs light to Maysville.
  - Road Engine connects both halves of train runs to Maysville

- 1 Engine / 28 Empties / Caboose
  - Road Engine cuts 10 cars from train, proceeds down switchback to siding.
  - Road Engine returns up switchback to retrieve rear of train
  - Road Engine backs brings down rear of train to siding.
  - Road Engine connects both halves of train, runs to Maysville

Garfield Upper Switchback

Road engine backing
down front half of train,
Helper is ahead of road engine,
(running light)

Garfield Lower Switchback

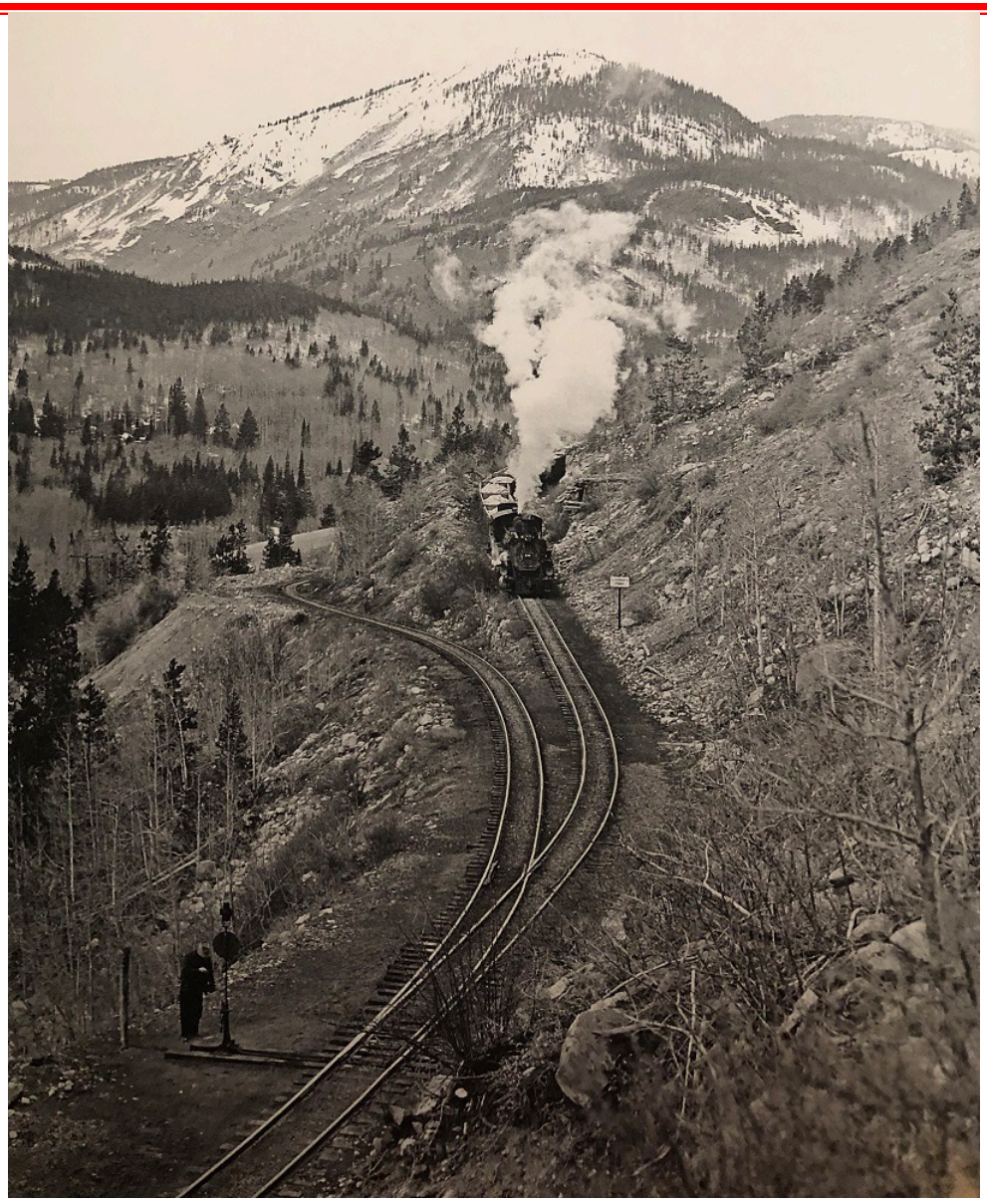
Road engine backing loads down the switchback

D&RGW K-37s 490 & 491

K37s 490 & 491

K37 #498, preceded by Helper running light

Loads Going thru the Garfield Switchback



Lead Engine brings down first half. Helper follows with rear.

Helper backs down 2nd half 13 car string.

Loads heading to Poncha Jct, with K37 #491 & Helper K28 #474

September 1939

Poncha Jct to Salida, K37 #498 with 47 carloads

1950

Poncha Jct to Salida, K37 #498 with carloads

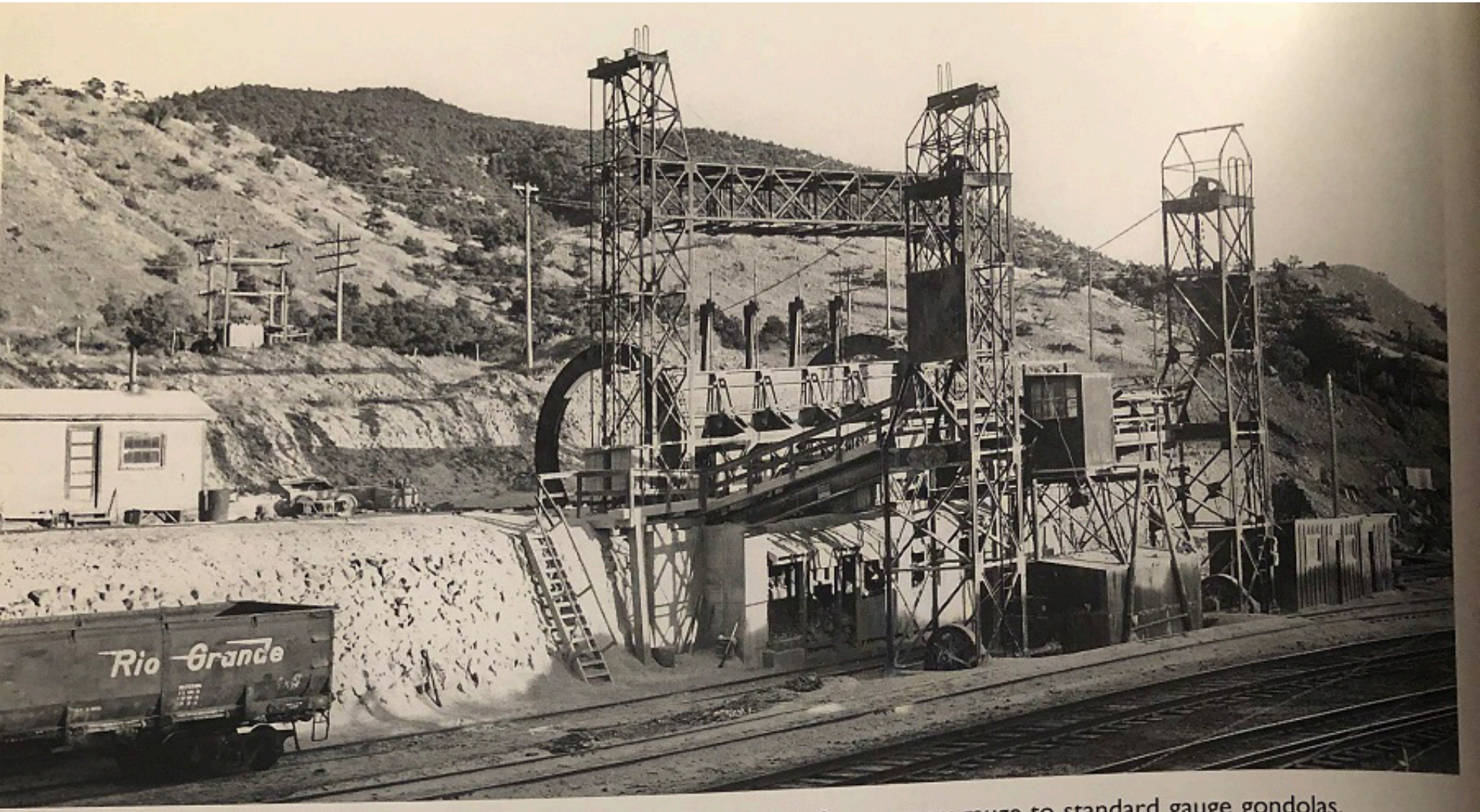
January 1949

K36 #481 heads carloads near Poncha Jct

September 1953

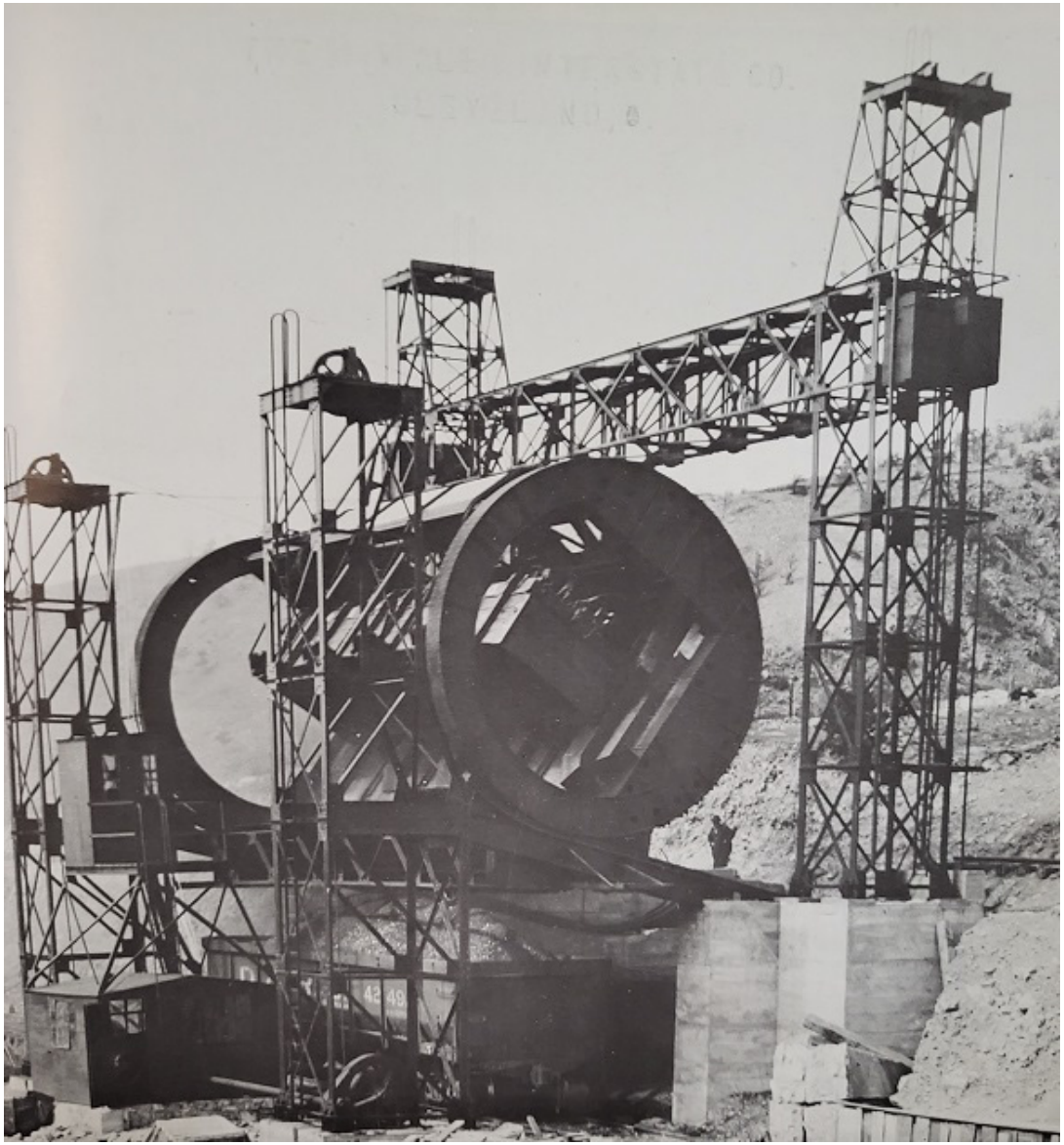
Loads returning thru Maysville Loop

Salida Barrel Transfer
1 mile past Depot

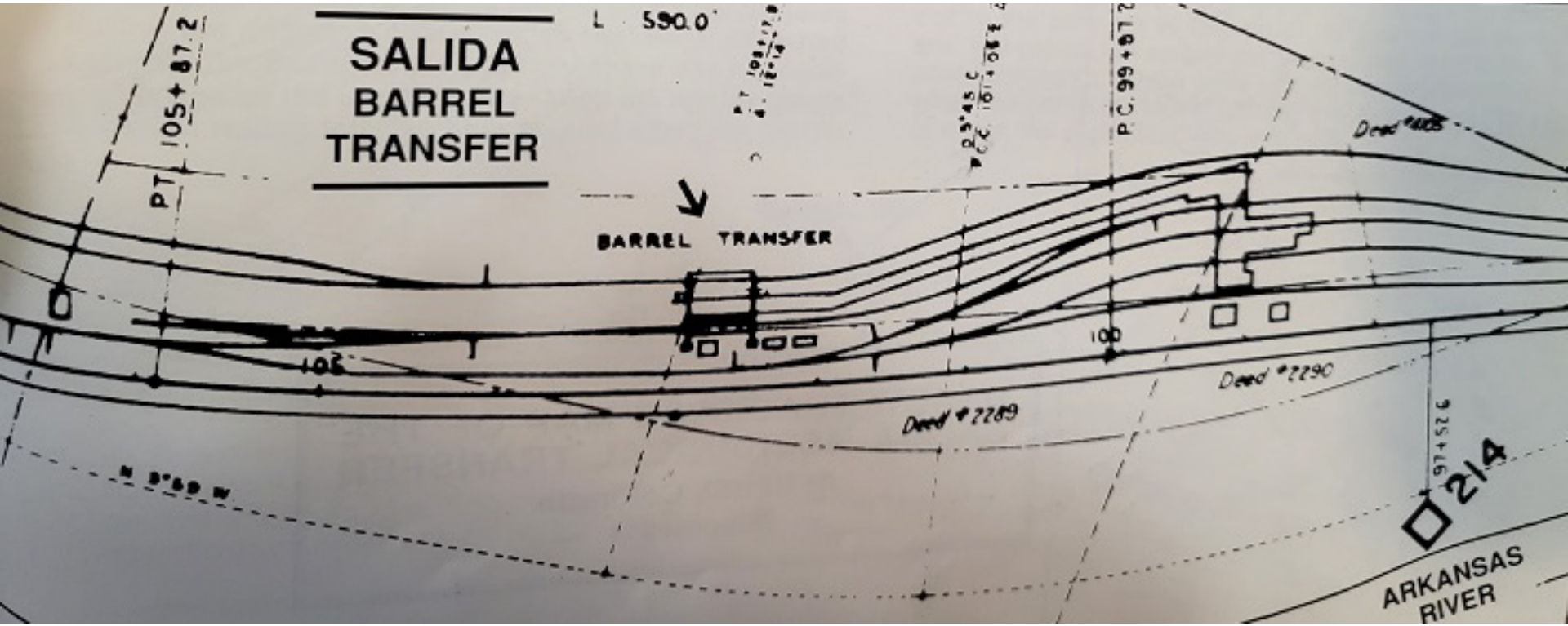


Above. Salida's rotary car dumper transferred Monarch limestone loads from narrow gauge to standard gauge gondolas. They then went to the Colorado Fuel & Iron steel mill at Pueblo.

McMyler Mechanical Transfer or "Salida Barrel Transfer"



Salida Barrel Transfer

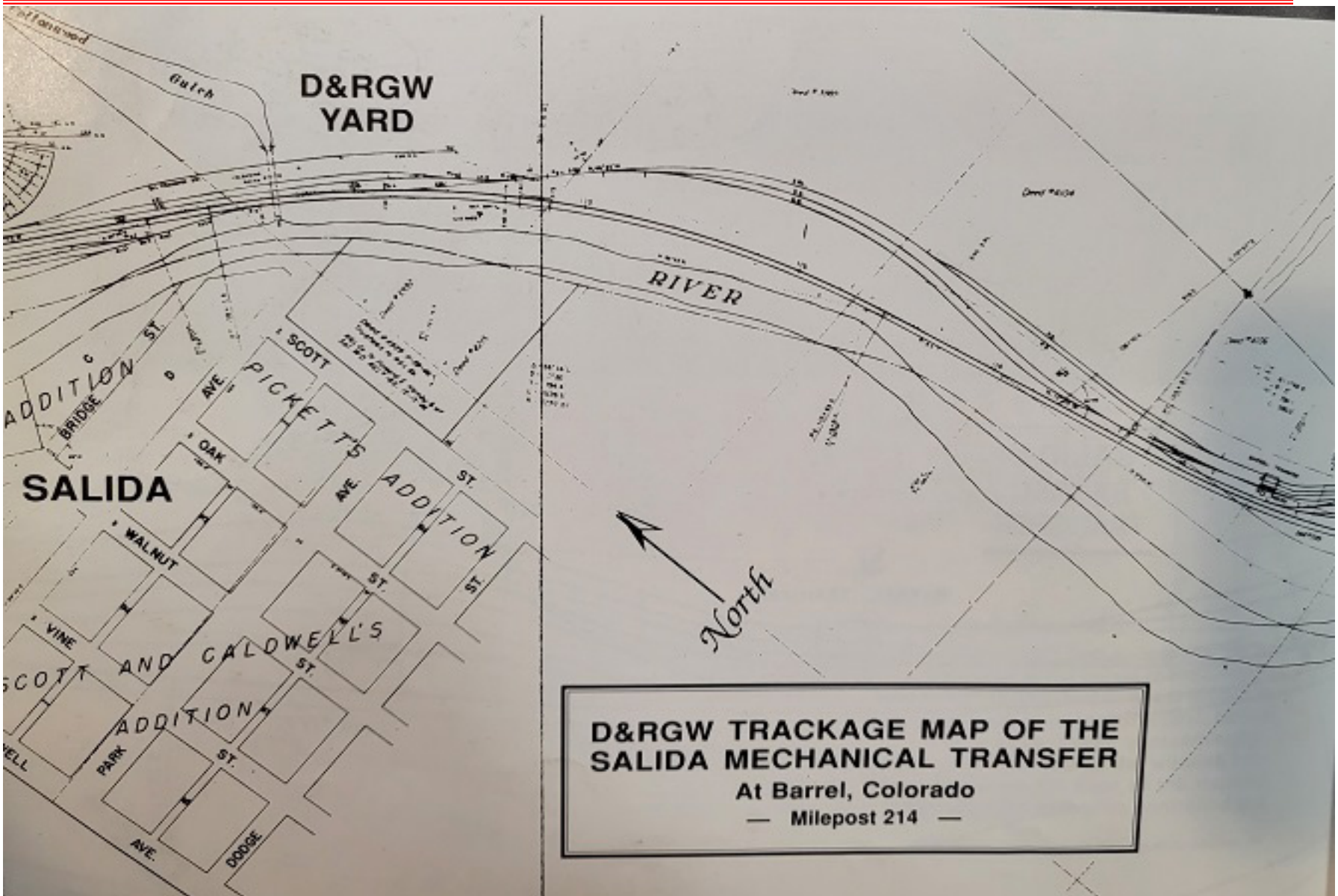


Salida Barrel Transfer

25T Narrow gauge highside gondola spotted in “Barrel”

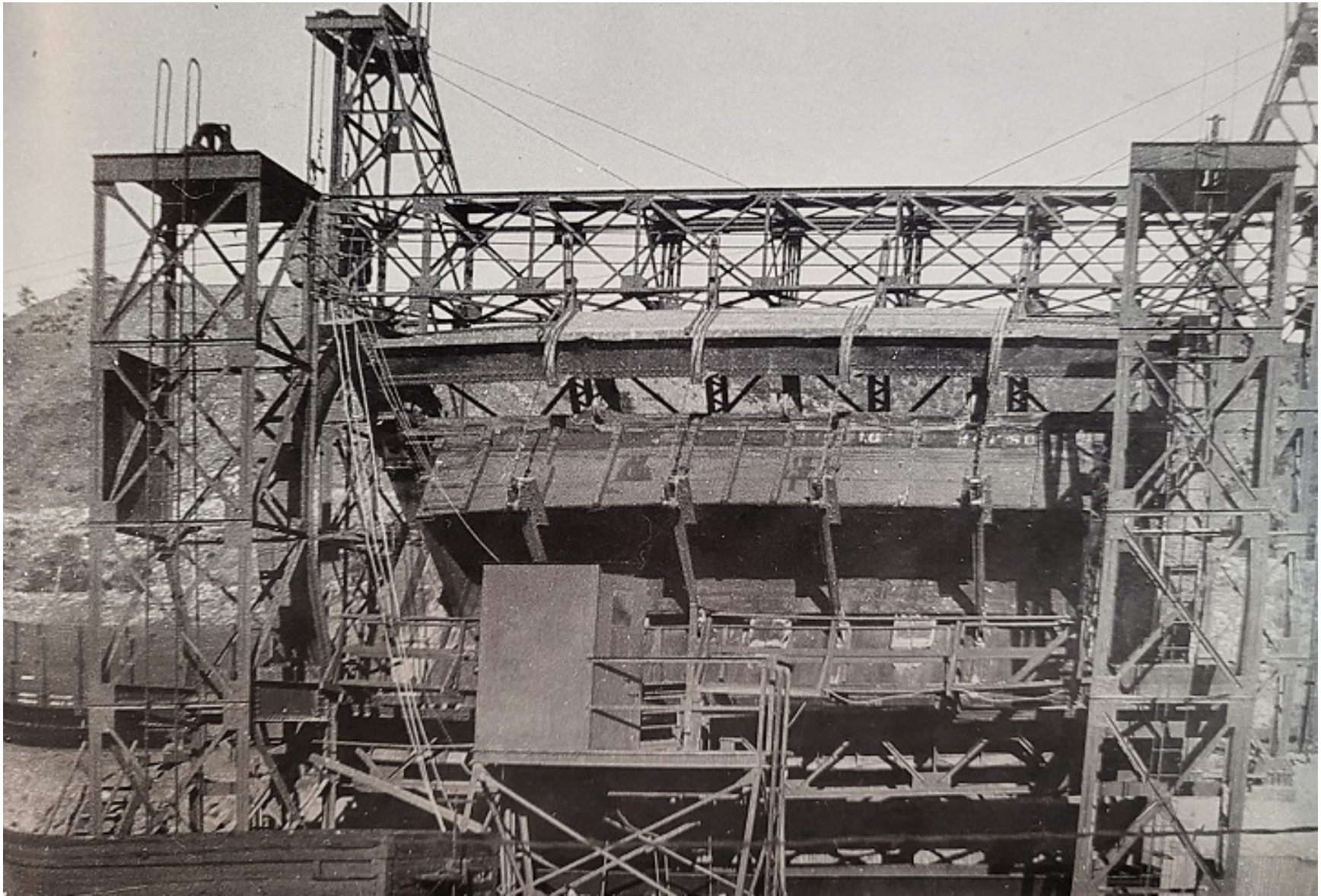
50T Standard gauge gondola spotted below, to receive two narrow gauge carloads

Salida Barrel Transfer Trackage



Salida Barrel Transfer

Salida Barrel Transfer



Salida Barrel Transfer

Salida Barrel Transfer

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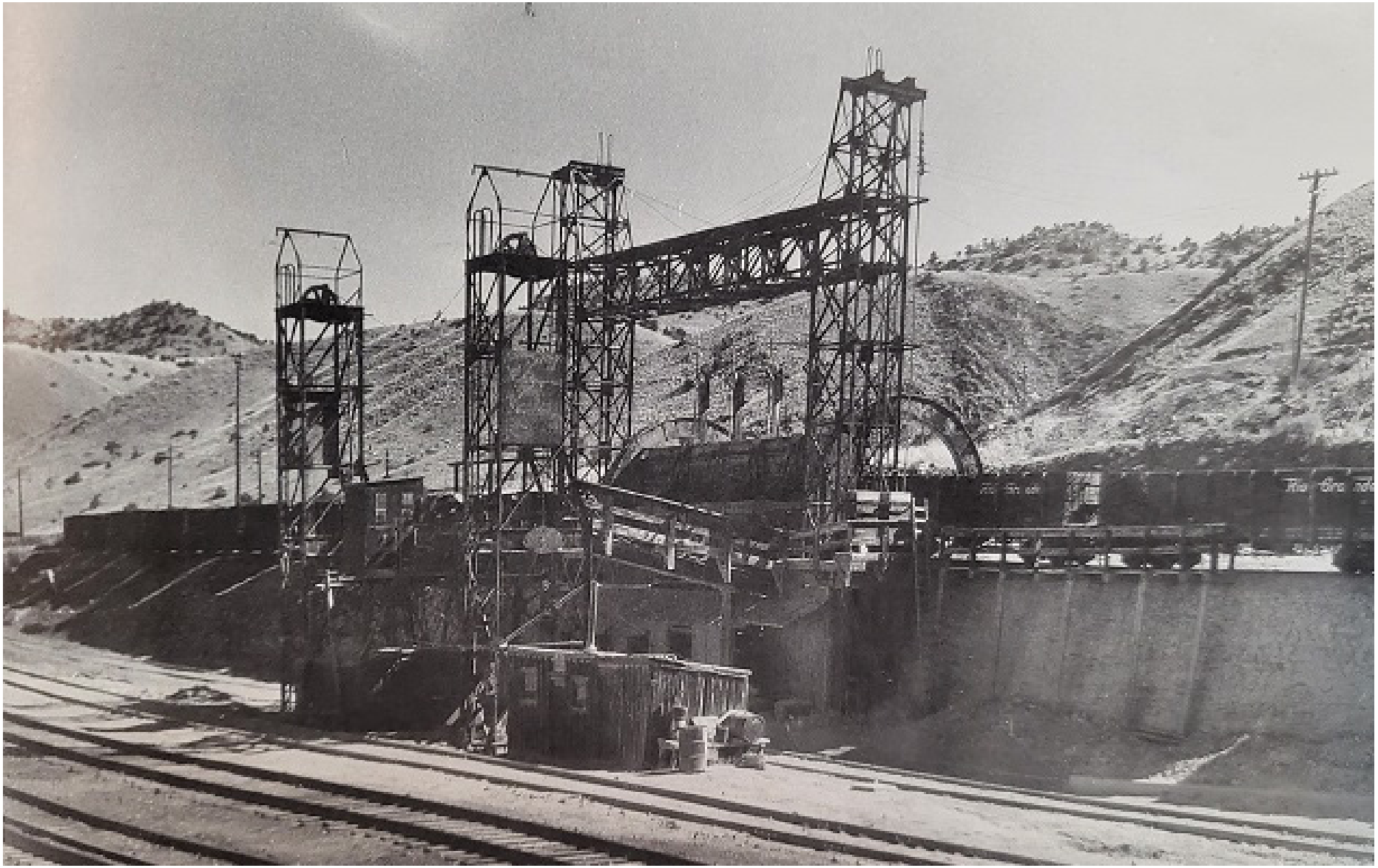
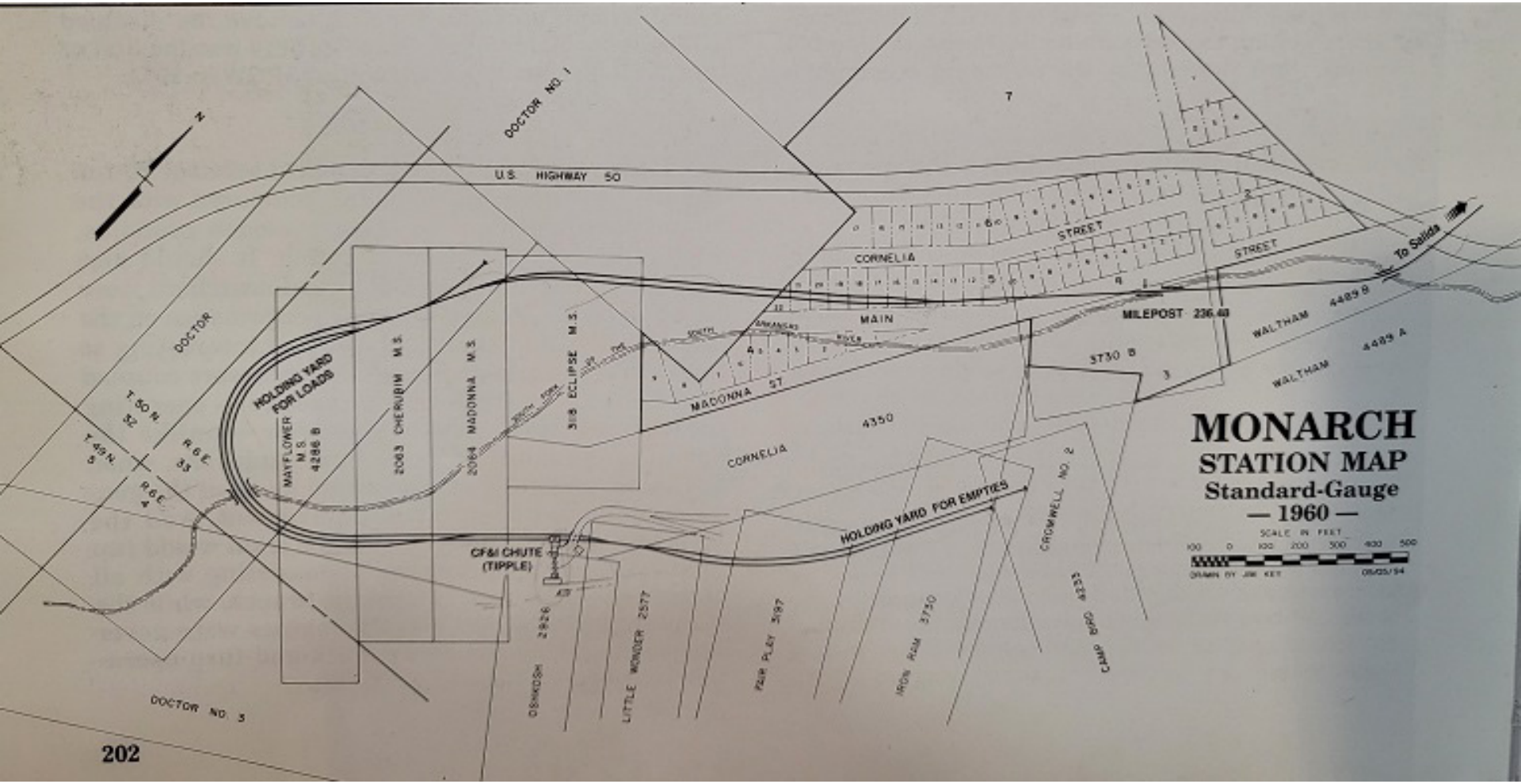


Salida Barrel Transfer

Regular Caboose #0574

Standard Gauged in August 1956

Track Realigned starting July 1956



Standard Gauged in August 1956

Loading on two tracks

CF&I Tipple

CF&I Tipple

CF&I Tipple


TOP OF SCREENS
COVERED CONVEYER
TWO SCREENS
STORAGE BINS
WASTE REMOVAL DUMPSTER
TIRE SHED

CF&I Crusher

CF&I Office/Shop

GP7s and GP9s

Still Beautiful Scenery

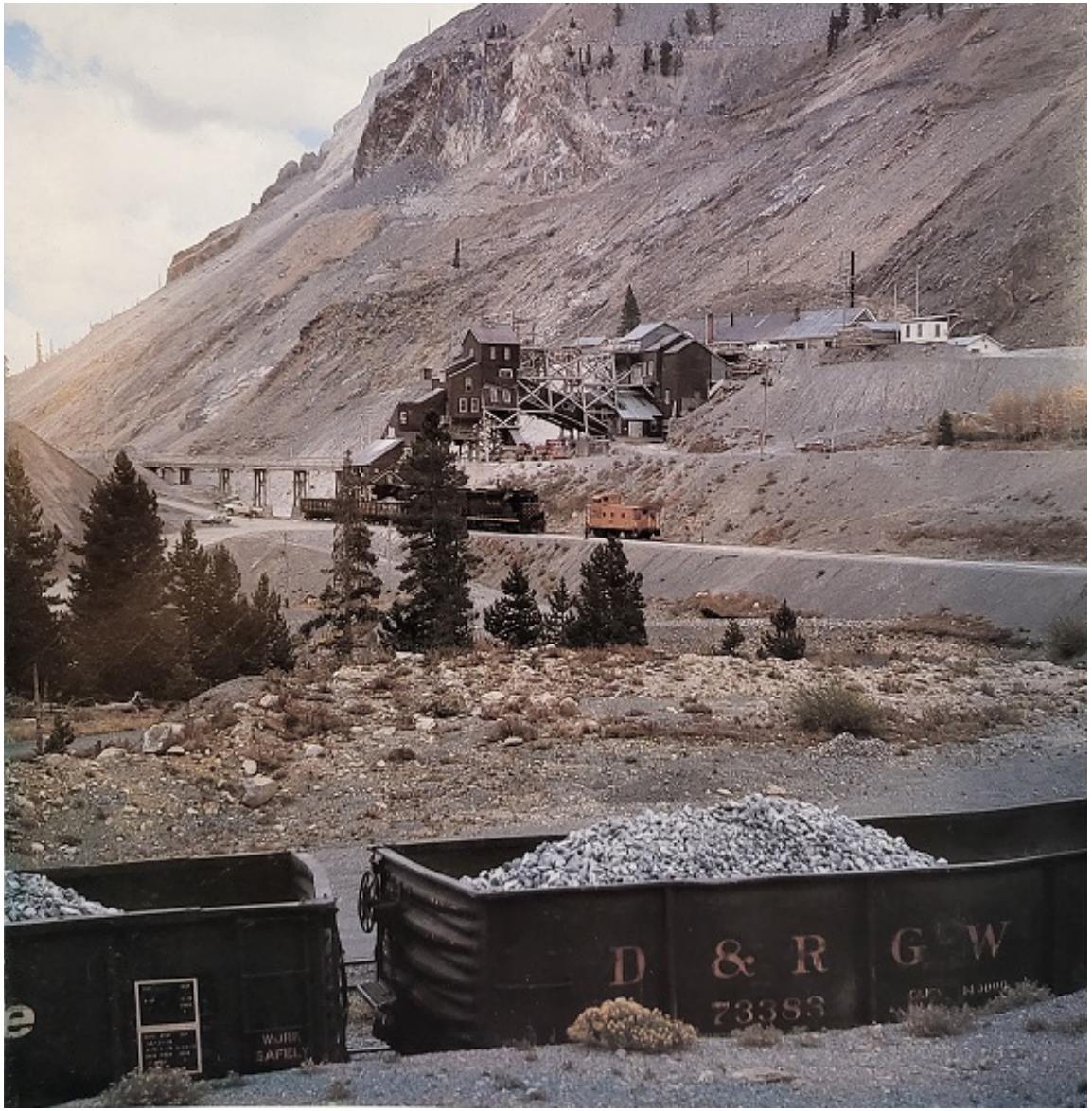
Still Beautiful Scenery

Still Beautiful Scenery

Still Beautiful Scenery

Monarch

Monarch



Scenic Line Modelers

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